

Friday October 17, 1980

No 60,752

Price twenty pence

# THE TIMES

Why Labour looks good in Australia, page 12

## Mr Shore joins battle for succession to Labour leadership

Mr Peter Shore, who has been the Labour Party's main challenger to the leadership of Mr Michael Foot, has today announced that he will stand as an alternative economic strategy of "caretaker" leader, so that a final verdict on all candidates could be given by a new electoral college.

## Hesitation in anti-Healey camp

By Michael Hattersley  
Political Reporter  
The struggle for succession to the leadership of the Labour Party was today overshadowed by Mr Peter Shore's announcement that he would stand as an alternative economic strategy of "caretaker" leader, so that a final verdict on all candidates could be given by a new electoral college.



Mr Peter Shore: Aiming to unite party

State for Employment in the last Labour Government, said that the parliamentary party wanted a clear-cut decision and not a "caretaker" leader, although he would support Mr Foot.

Mr Silkin, however, declared that whatever decision was taken he had made up his mind to stand, fighting his campaign on the policy of withdrawal from Europe and on an interventionist policy.

election at this time has been suggested by a poll conducted for TV Eye.

In a survey of 250 constituency Labour Party chairmen, 61.8 per cent stated that the election of the new leader should wait until after the special party conference in January, while 38.4 per cent said it should be held by the parliamentary party now.

Not surprisingly, in view of the pressure from the left-wing constituencies, 38.4 per cent thought that Mr Wedgwood Benn should be the next party leader. Mr Healey collected 28 per cent of the votes and Mr Shore 15.2 per cent.

Mr Benn said in a speech at Weymouth last night that the correct course for Labour MPs was to ask existing officers to call a conference to elect a new leader. Mr Healey said that the new procedure has been agreed.

## United Kingdom discriminates against minority parties, Strasbourg told Liberal plea to Europe on electoral system

By Lucy Hodges  
The Liberal Party is asking the European Commission of Human Rights to rule against the British electoral system on the ground that it causes discrimination against a political minority.

The case, which was sent to Strasbourg with seven volumes of supporting evidence earlier this year, represents a bold attempt by the party to change the first-past-the-post system of electing MPs. It will be strongly resisted, both by the main political parties and by those who resent Strasbourg's interference in English law and practice.

The Liberals, whose case is being argued by two QCs, Mr Anthony Lester, former political adviser to Mr Roy Jenkins, who was Home Secretary, and Mr John Macdonald, point

in their submission to the law number of Liberal MPs compared with the party's vote in the country.

The Liberals say that none of the other 17 member states of the Council of Europe (Cyprus is excluded) discriminates as strongly against small parties as the United Kingdom. Even France, which also has a first-past-the-post system, gives smaller parties a chance by having two polls.

As a result the French Communists, with 20.6 per cent of the electorate voting for them, command 18.1 per cent of the seats in the National Assembly.

The Socialists, with 22.9 per cent of the vote, have 21.5 per cent of assembly seats.

By contrast the Liberals have only 1.7 per cent of the seats in the Commons although they won 13.8 per cent of the votes at

the last election. Even in the days when the party was winning almost 30 per cent of electoral votes it was only gaining 22 per cent of Commons seats.

Mr Andrew Phillips, a former Liberal candidate and the solicitor in the case, said yesterday that the system was contrary to the European Convention on Human Rights. The Liberals' lawyers are arguing that it contravenes three articles of the convention.

They say it breaches, for example, Article 3 of the First Protocol on free elections taken in conjunction with Article 14 of the convention, which guarantees rights and freedoms without discrimination on grounds of political or other opinion.

The complaint is being brought not only by the party but also on behalf of Mr Roger Pincham, a Liberal candidate

for Leominster, and on behalf of a Liberal voter.

Experts on electoral reform and the European Commission are doubtful that the Liberals will be successful but they do suggest that, given time, some form of proportional representation will be introduced in Britain. It is likely that the Government will accept proportional representation for the European Parliament in the next few years. At present Britain is the only country not using that system for electing European MPs.

If other European countries used the British system the results of their elections would be radically different. An American diplomat said recently that in West Germany it would have meant Herr Franz Josef Strauss becoming Chancellor in the recent election.

## Pray silence for the new Soviet toastmaster

From Michael Binyon  
Moscow, Oct 16

In a move to restore some old-fashioned dignity to weddings—and cut down excessive drinking at receptions—the Soviet authorities are discreetly trying to revive a popular figure from the past, the toastmaster.

A special faculty to train toastmasters has been opened at the National University of Arts in the Estonian capital of Tallinn and has been inundated with applications. Local factories have begged the university to enrol their candidates who could then officiate at new factory banquets in halls.

Letters have poured in from as far away as Irkutsk in Siberia asking whether would-be toastmasters could follow the course by correspondence.

The courses are held in rooms provided by a local factory, and consist of lectures on how to plan receptions, make toasts, organize speeches, amuse waiting guests and host and hostesses—make sure that everyone is as busy singing, dancing, eating and playing games that there is no time to do too many glasses of vodka or champagne.

Applicants have to have a natural talent for getting on with people—tact, sensitivity and, of course, a strong voice and an infectious sense of humour. The best students are found to be people who have begun to make a name for themselves at weddings and are already in demand.

Describing the need for this traditional figure, a Soviet newspaper said that wedding receptions tended to be either elaborate displays of wealth where all the talk was of how much the drinks cost and what the presents were worth, or the briefest of meetings on station platforms and at airports where a few friends toasted the couple with quick sips of champagne before they set off on their honeymoon.

Sovietskaya Kultura said young people actually preferred a proper wedding banquet, but were put off by the difficulties of booking a reception room, making the arrangements and getting tickets for the honeymoon. Their first quarrel often started over the wedding arrangements, the paper said.

A toastmaster could make everything go with a swing. In the old days the band leader performed that function and set the tone for the party. One of Estonia's most famous toastmasters began as a band leader 40 years ago, but now told jokes, sang songs and found something original for each of the 1,000 weddings he had conducted.

The perfect toastmaster, the paper said, did not impose his own ideas on the host. He first did his homework, asking about the couple's tastes, friends and interests. He found out who were the guests of honour, who would make speeches and who would help entertain the guests. He decided the order of the programme and gently dissuaded the hosts from any "unsuitable" entertainment that made the guests feel awkward.

Above all, the paper added, the toastmaster had to follow time-honoured traditions. There was no place for new experiments, innovations dreamed up by the university of Tallinn.

## Parliament state opening is postponed

By Hugh Noyes  
Parliamentary Correspondent  
Westminster

The House of Lords breathed a sigh of relief yesterday at the announcement by Lord Somers, Lord President of the Council, that the Government has agreed to postpone the state opening of the next session of Parliament for a week until November 20.

One indirect effect is that the Parliamentary Labour Party will have been able to elect a new leader in time for him to reply to the debate on the Queen's Speech at the start of the new session. That might not have been the case if the state opening had been on November 13.

The postponement will affect the return of the House of Commons on October 27 for the spill-over period before the end of the present session but no date has yet been fixed for prorogation.

The crisis of anguish in the Lords at the merciless pressure of the legislative programme has become increasingly shrill during the past week as more and more Bills have fallen behind the schedule. The deciding factor will have been the failure to complete the committee stage of the Local Government, Planning and Land Bill on Tuesday and the need to postpone the final day of the session to Wednesday.

Earlier in the week there were urgent protests from Lady Llewellyn-Davies, Opposition Chief Whip, at the relentless pressure which was endangering the revisionary role of the Lords.

There are four important and contentious Bills before the Lords. They are the Local Government, Planning and Land Bill, which will begin its report stage next week; the Broadcasting Bill, which will start its report stage next week; and the Criminal Justice (Scotland) Bill which will come before the Lords for consideration of amendments next week.

Two government defeats on the local government Bill will have added to the legislative difficulties.

Parliamentary report, page 8



A work by David Nash framing Sir Hugh Casson, PRA, and Miss Diane Waldman, of the Guggenheim Museum, New York, organizer of the British Art Now exhibition opening at the Royal Academy tomorrow.

## Chancellor and Bank Governor reassure City on money policy

By Melvyn Westlake

Sir Geoffrey Howe, the Chancellor of the Exchequer, and Lord Richardson, Governor of the Bank of England, joined forces last night in an attempt to reassure the City that the Government's monetary policy was still intact in spite of this summer's setbacks.

In separate speeches at the Lord Mayor's banquet for City merchants and bankers, the Chancellor and Mr Richardson sought to focus attention beyond the immediate difficulties of monetary control.

Sir Geoffrey asserted that the Government's medium-term financial strategy "is not called into question by short-term difficulties in measuring and controlling the money supply."

But he did not go as far as the Governor in defending the monetary control of recent months. The Bank of England is widely believed to have in-

curved the displeasure of the Prime Minister over the Government's determination to "achieve its medium-term goals which remain unaltered."

Mr Richardson said that monetary policy may be having a worse effect on the economy than the money supply figures suggested. The recent growth in the money supply, measured by the sterling M3 statistic, was unlikely to persist.

He said that in the 14-month period that ends next April, the rise in the money stock could be much less than generally supposed.

City estimates suggest that the annual growth in the money supply may be more than 16 per cent, compared with the Government's target of between 7 and 14 per cent. But figures published yesterday showed a rise of 0.6 per cent in September, indicating that the annual growth may be closer to 13 per cent.

The Chancellor underlined the Government's determination to "achieve its medium-term goals which remain unaltered."

He saw signs of progress in reducing the rate of inflation. The annual rate of retail price inflation was now about six percentage points lower than it was in May. He said: "I expect a considerable further fall by next spring."

Wholesale prices were scarcely growing and all house prices were flat. He concluded that the policy was painful.

But he also insisted that "we are not a reckless administration. Our philosophy has been to proceed step by step, with all deliberate speed."

Continued on page 17, col 2

Continued on page 6, col 7

## Two more unions back Mr Foot

Knowledge of the union pressure on Mr Foot to stand as "caretaker" of the Labour Party was confirmed yesterday when two more unions, the Transport and General Workers' Union and the Union of Public Employees, urged Mr Foot to stand as "caretaker" of the Labour Party.

It is not a question of left versus right, moderate versus militant. It is a question of what we believe to be a commonsense approach, he insisted. For three-quarters of a century it had been the prerogative of Labour MPs to determine who their leader should be, and he was not questioning that prerogative.

"We believe opportunity should be allowed for the electoral college to be set up and for us to elect the leader of the party, to decide who our leader should be."

conference when the form of the electoral college will be determined.

"It would be consistent with that argument that Mr Foot should drop in that slot for the time being," Mr Dix said. He predicted that the deputy leader would come under "intense pressure" over the next few days to adopt this course of action. If he stood, he would be "a very strong candidate to take the leadership against the challenge from Mr Denis Healey."

The union line-up in the leadership battle is becoming clear. On one side, the left and centre-left unions are supporting the move to persuade Mr Foot to stand in the hope of stopping Mr Healey.

## Black rights leader supports Mr Reagan

Washington, Oct 16.—Mr Ronald Reagan, the Republican presidential candidate, today won the important support of the black civil rights leader, Dr Ralph David Abernathy, who declared that President Carter could not cure the ills of black America.

Joining Dr Abernathy in supporting Mr Reagan was the Rev Hosea Williams, also a prominent black leader. "Ain't no way in the world Brother Reagan can do worse than Jimmy Carter," Mr Williams said.

With only three weeks to go before the election, Mr Carter campaigned in the north-east today while Mr Reagan sought votes in Michigan.—UPI.

Washington commentary, page 6  
Leading article, page 13

## Arabs break oil price freeze with \$2 rise

The United Arab Emirates has raised the price of its oil by \$2 a barrel, breaking the agreed freeze on oil prices between members of the Organisation of Petroleum Exporting Countries in Vienna last month. UAE crude now costs \$33.56 a barrel and the increase is backdated to August 1.

## Carter pessimism over talks about hostages

Mr Mohammad Ali Rajavi, the Iranian Prime Minister, left Tehran for New York to address the United Nations on the Iran-Iraq war. President Carter said he saw no prospect of talks with Mr Rajavi on the American hostages.

## Landing charges revolt

Eighteen airlines using Heathrow airport, London, will refuse from next month to pay the 35 per cent increase in landing charges imposed by the British Airports Authority. They are taking proceedings in the commercial court of the High Court against the authority and the Department of Trade.

## ds warning

Edwardes, chairman of British Steel, warned that government funding of investment programmes in white collar staff called an overtime ban over redundancies.

## Medical course loss

St George's College, London, should lose its medical course, a joint committee on London's medical education recommended in its final report. It will be studied by the university on October 29.

## Salisbury: Zimbabwe MPs accused the Western press of being unduly alarmist

Salisbury: Zimbabwe MPs accused the Western press of being unduly alarmist 7 Commercial Vehicles: A 10-page Special Report reviewing lorries, vans and trucks at the International Motor Show.

## Classified advertisements: Personal pages 23, 24; Car buyers' guide, 22; Appointments, 15

Home News, 2-4; Court, 14; Letters, 13, 18; Sport, 8-10; European News, 4, 20; Crossword, 24; Motor, 12; Theatre, 14; TV & Radio, 10, 11; Engagements, 14; 25 Years Ago, 8; Arts, 11; Features, 12, 15; Sale Room, 8; Law Report, 8; Science, 14

## More than 1.5 million out of work in France

From Ian Murray  
Paris, Oct 16  
For the first time the number of people unemployed in France exceeds 1.5 million, according to the latest government figures. The fact that unemployment is three times higher than it was when President Giscard d'Estaing was first elected is bound to become an important issue in the forthcoming presidential elections.

The Communist Party, whose daily newspaper L'Humanite headlined the story "The dole queue now stretches all the way from Dunkirk to Perpignan," said the intransigence of the Government's policies was to blame.

Mr Raymond Barre, the Prime Minister, made it clear at the start of the budget debate in the National Assembly yesterday that his main concern was to maintain the value of the franc. He refused to consider devaluation as a way of stimulating the economy.

Le Monde commented today that "whether the Government liked it or not, the process of protecting the franc was responsible for the high interest rates which were in turn contributing to the inflation figure of about 13.6 per cent."

Left-wing and union anger at the unemployment figures has been whipped up further by comments made on Monday by M Lionel Stoleru, the junior minister in charge of immigrants and manual labour.

Speaking in Metz, he said that there was no question of France accepting one more foreigner while more than 1.4 million people were unemployed.

His audience included Moroccan mineworkers who have been on strike for more than a week to obtain higher wages. Their contracts would not be renewed, M Stoleru said, and if they wanted to return home nothing would be done to stop them.

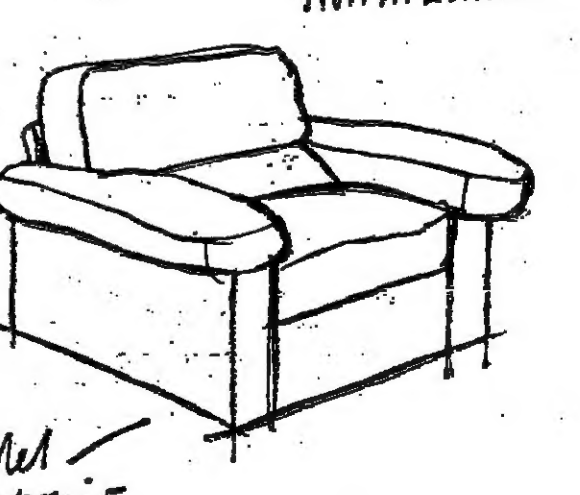
French frontiers have been effectively closed to immigrant labour since 1974. A repatriation scheme offering 51,000 has been operating with little success. Last month, a prototype agreement was signed with Algeria, giving Algerian nationals the right to French job training before going home. The Government hopes that this will significantly reduce the Algerian population in France, which is now 700,000.

M Stoleru's brutally expressed remarks were nothing more than a statement of things as they are, but they have prompted the unions to denounce him as "racist and contemptuous."

Leading article, page 13

## Poltrona Frau

Now in London



Poltrona Frau, prestigious Italian manufacturer of soft furnishings in over 100 different colours of hide, suede, silks, cottons and wool, now presents the entire collection through its new showroom in London.

Class International  
31 Sloane Street  
Knightsbridge, London SW1  
Telephone 01-235 8452/3  
Telex 895 1859











# Overnight sensation



The launch of our 16:28 Roadtrain caused a sensation. Its reliability, rugged construction and advanced looks made it an immediate and unqualified success.

And now, there's a new version. The 16:28 with Sleepercab. If anything, it's even more sensational.

The unusually roomy cab offers two full sized bunks for when you want to get your head down.

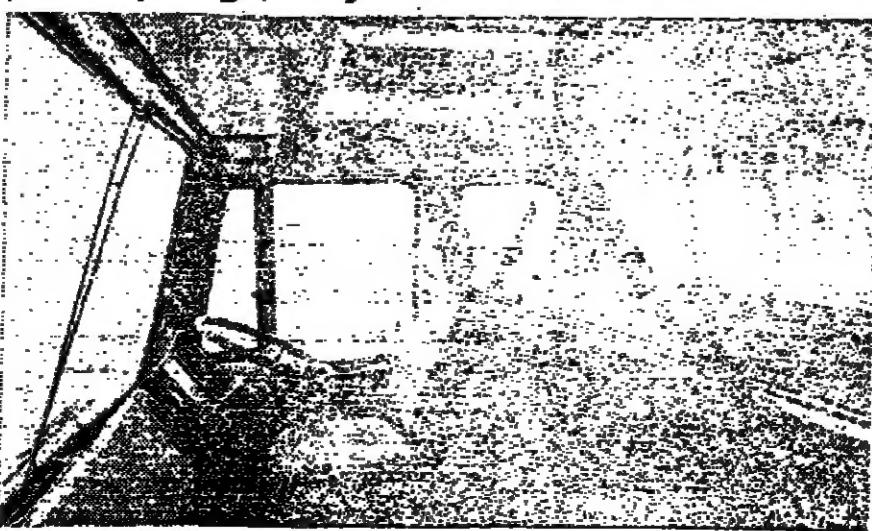
Whilst the extras put the average guest-house to shame: reading lights, roof ventilation, blinds and curtains for complete privacy and even a built-in alarm clock for your early morning call.

When you want to put your foot down,

you'll enjoy all the performance you'd expect from the decade's most advanced truck.

And the proven power and economy of the Leyland TL-12 Flexitorque engine.

If you prefer a daycab, but want a proprietary engine, try the new 16:25 variant.



All Roadtrains are covered by Co-Driver, a complete back-up service unique to Leyland. Offering 24-hour roadside assistance, computerised parts finding and delivery, and our Truckcharge credit card.

Plus our SAVE vehicle expenditure analysis system and the new TruckCover second year warranty plan. It's the nearest thing there is to total reliability.

So when you're in the market for a new truck, take a look at our sleeping beauty.

We promise it will wake your ideas up.

**Leyland Trucks**  
Delivering the goods.

Leyland Vehicles Ltd., Sales & Marketing Headquarters, Guild Centre, Lords Walk, Preston PR1 1QY.



COMMERCIAL VEHICLES

## Small firms postpone or cancel orders for vans

of lightweight vans—were able to, and lorries are inevitably more expensive. Although in January, February and March sales of the lightest "car-derived" vans of up to half a ton payload—typified by the Ford Escort, BL Marina and Vauxhall's Bedford HA models—were running at levels higher than those of 1979, there came a steep drop in registrations from March onwards, a drop which is all too apparent in the figures issued by the Society of Motor Manufacturers and Traders. Registrations continued to fall right into the autumn. By July British sales had fallen to 4,156 units for the month against 5,321 a year earlier. The year-to-date figure was 45,825 against 55,894—an 18 per cent decline.

Surprisingly, in view of the car sale pattern, imported vans in this category took a lower share of the market in the first seven months of 1980 than in 1979: 10.25 against 11.46 per cent, although the Japanese penetration rose slightly from 2.22 to 2.74 per cent. However, the SMMT classifications are somewhat artificial in that what Ford Motor Co. refers to as "microvans"—the very narrow, flat-fronted vehicles of similar load capacity to the car-derived vans, imported from Japan by Honda, Suzuki and Daihatsu—are not included. They are lumped instead in the medium van class. This is particularly ironical as they are priced well below the car-derived competition; the Honda Acty, for instance, costs about £2,300, against the £3,000 price of a Ford Escort van.

In 1979, a total of 92,600 car-derived commercials were registered. Major manufacturers like Ford, seeing the storm clouds of recession on the horizon last January, predicted sales of 80,000 this year. Their expectations rose briefly in March but then fell back to a low level of 61,000 in July. But the latest prediction for 1980 as a whole is about 77,000 vehicles.

Ford has led the car-derived van market for some years with the Escort, and in the January/July period took 39.5 per cent, with BL 29.6 per cent—in second place and Bedford—19.3 per cent—third. Since July Bedford's share has risen to about 30 per cent for isolated months, thanks to big orders for the HA van from the Post Office.

Moving up the weight range, sales of commercial vehicles in the SMMT's medium van category up to 3.5 tons gross have held up better, against the 1979 market. In the first seven months of 1980, 77,600 vans and trucks (including four-wheel drive vehicles like the Land-Rover, the "microvans" and heavier pick-ups) were registered, against 76,100 a year before. On paper this appears to be a rising market, but individual monthly figures reveal a less healthy position as the year has progressed. For July, 1980, registrations were 7,095, compared with 8,633 in 1979.

"Artificial" factors affected the figures early in the year. The market leader—Ford, with its Transit range—was still working flat out in January and February to cope with the backlog of orders attributable to the company's strike of many months before. Sales of many Transit models, and some competitors as well, were subject to limitation of supply.

There is a good deal of gloom among British manufacturers in the medium van sector, not least because of growing overseas competition which is not always perceived as serious competition initially. Again, the Japanese are the prime infiltrators.

No less than five makes of Japanese one-ton pick-up trucks are now being sold in Britain from the chronological order of the appearance in Britain: Mazda, Datsun, Toyota, Mitsubishi and the General Motors associate company Isuzu. The last named is being marketed by Vauxhall with a Bedford badge, amid protests from union representatives at Vauxhall's plants. The one-ton pick-up market has grown in terms of vehicle registrations from 3,695 in 1976 to 8,268 last year.

Astonishingly, there is not a single British contender in this market for heavy-duty pick-ups styled like cars (though not strictly car-derived). Only Peugeot has broken the Japanese monopoly. It seems likely that Ford, for one, will not allow the Japanese to take the market, especially as the market size is predicted to grow even further. Much of that growth is expected to be at the expense of less car-like and more costly commercial vehicles of similar carrying capacity, like the Ford Transit, Bedford CF, BL Sherpa and Dodge Space-van.

More head-on competition for these established British-built lightweights is looming with the appearance at the motor show in Birmingham of a new range of Renault vans of advanced design, some with front-wheel drive to give an exceptionally low load platform.

Those buyers of "traditional" commercials in the one-ton to 1.3 ton payload class, which are not seduced away by the cheaper and slicker—though less rugged and durable—one-ton pick-ups—nevertheless stand to be wooed by more directly comparable Japanese vehicles like the Toyota Hi-Ace, Datsun E20 and the newly introduced Mitsubishi L300. The highly successful rear-engine Volkswagen transporter and Mercedes-Benz 207D, fitted only with diesel engines, are further eroding the British-based manufacturers' prospects for what promises to be the toughest couple of years in most marketing men's experience.

Alan Bunting



Van market leader in its weight sector for more than a decade: Ford Transit.

## Uncertain market for bus and coach builders

Even before the economic recession upset already well-established in Britain. Now another "balancing act" is being played out between bus and coach builders and their customers. The bus industry is making a bid to cut costs at home by expanding its exports.

But a number of factors may lead British coach builders soon to a radical change in philosophy. Traditionally, coaches were built to start life on tours and luxury work, then graduate through private hire to schools and works contracts. Coaches often became "old" before they were "new".

But now the recession has hit the bottom of the market, and with the tightening of European regulations, which define coaches by type rather than by function, a move towards vehicles being maintained to luxury standards throughout their life, then scrapped rather than sold second-hand, is being urged.

School contracts would be a good source of steady work, but school budgets are tight, and school buses of the type already developed in Britain for education authorities. This could elbow out many of the small, down-market coaches, and mean that the coach market could shrink from about 5,000 to as few as 2,000. But these would be more expensive and luxurious machines, and in the end the passenger would have to pay.

One builder which has produced designs appealing to both the school and the Transport Act express coach market is Duple. The Blackpool coachbuilder, Smallwood's, is a Duple subsidiary. Its Duple Express coaches have been successful in the Transport Act market, and Duple has just bought the rights to the MAN Express coach.

London Transport has unloaded several hundred seven-year-old "pet" Fleetline double-deckers on to the market at prices as low as £5,000, killing much of the second-hand trade and also enabling some bus operators to delay new vehicle orders.

Manufacturers of alternatives to Leyland have been encouraged. Because bus operators, particularly municipalities, traditionally invited separate tenders for bodies and chassis. Preferences for bodybuilders were often stronger than those for chassis. The Leyland chassis cut across this, and independent bodybuilders as well as municipal transport managers encouraged development of alternative chassis.

The manufacturers, from the start, offered alternative chassis to other builders. Now Leyland is launching a body-on-chassis version of Titan, called the Olympian, with examples bodied by several different builders conspicuously displayed at the motor show.

With National Bus Company both a shareholder in, and a market for, the integral Leyland National single-deck, the future of this vehicle, produced at the highly automated Worthington factory, should be assured. It accounts for about 70 per cent of the British single-deck bus market.

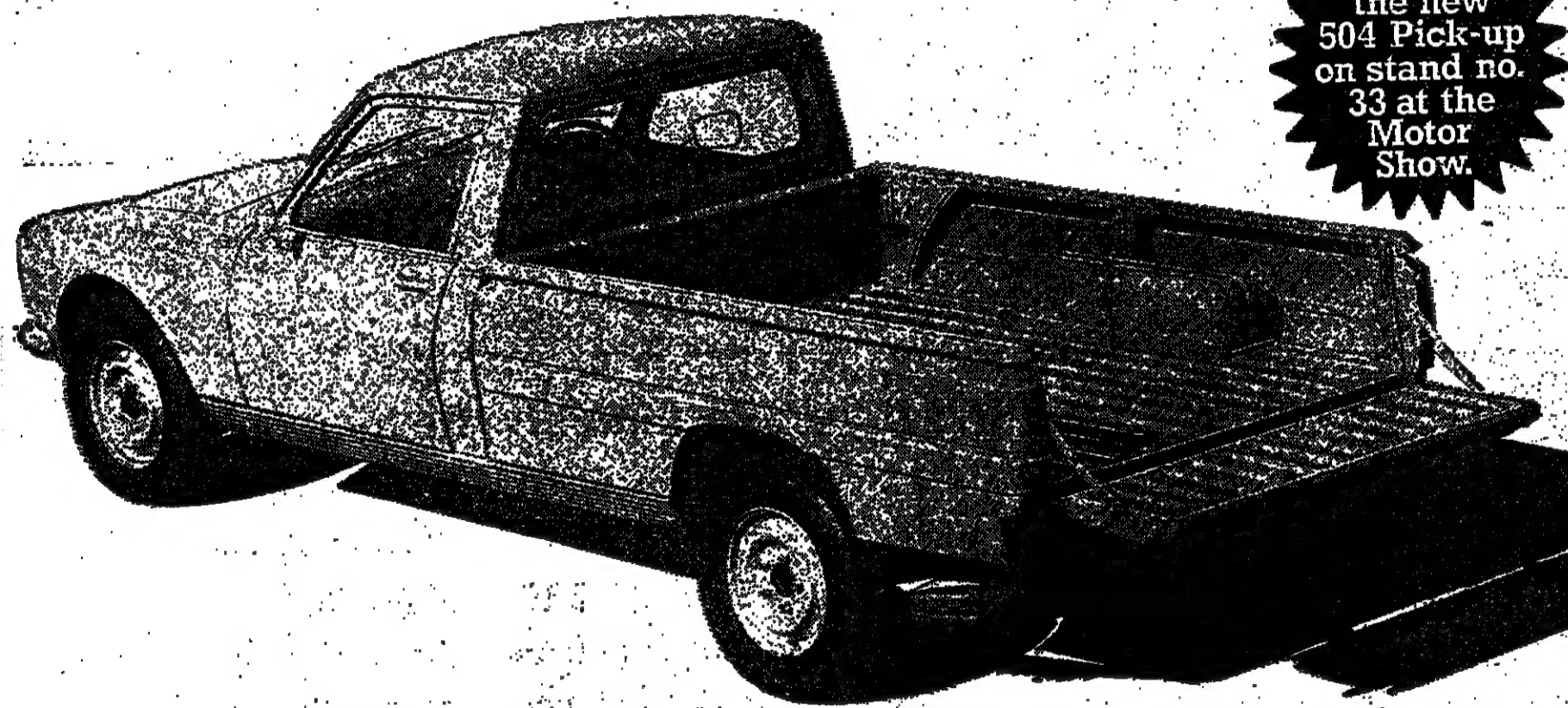
But to judge by its vehicle orders—or lack of them—National is reeling from the body blows of the recession and Transport Act-inspired competition. In 1981 orders, still not stabilized, look like being less than half those for 1980, which could lead to short time at, if not closure of, at least one of Leyland's bus factories.

National's reaction is in contrast to the 18 per cent reduction in orders from 275 to 225 by Scottish Bus Group, which can hardly be less affected by the economic and legal climate.

Not only Leyland, but coach bodybuilders such as Plaxton at Scarborough, are feeling the pinch. Plaxton, though announcing a 16.5 per cent cut in production next year, is going ahead with plans for an all-steel bus and has just bought Reeve Burgess of Pilsley Chatterfield to give it a foothold in the medium-sized coach market. Plaxton's plans for an integral coach, however, reflect the way the luxury end of the coach market is being nibbled at the edges by continental builders.

Several continental concerns, such as Belgian coach body builder Van Hool and

# The new Peugeot 504 Pick-up.



See the new 504 Pick-up on stand no. 33 at the Motor Show.

## Strong on Value, Handling & Style.

### Strength

The Peugeot 504 Pick-up—the strong one. Built to take all the hammering of pick-up life—day in, day out. The load area is long and wide, and offers a maximum payload of over one ton (2755 lbs) and, with the optional canopy in use, a massive 130 cu ft load volume. Developed from proven designs and tested by years of experience in the rough African terrain, the 504 Pick-up is thoroughly reliable and will ensure miles of trouble free working.

### Handling & Comfort

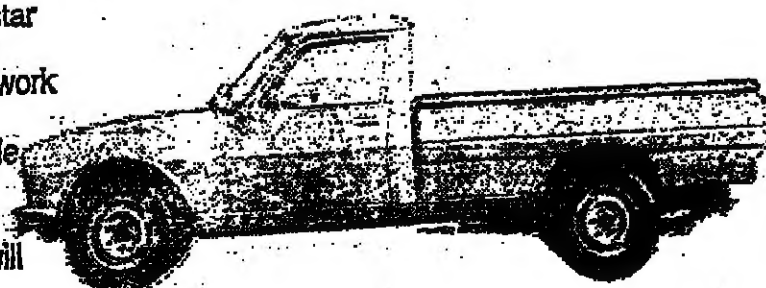
The 504 Pick-up combines the qualities of saloon car comfort and handling with the carrying characteristics of a truck. This comes from the combination of independent front suspension with double acting shock absorbers, rear leaf springs and a massive 9ft 10ins wheelbase—the longest in its class. The result is not only an excellent ride when empty but also when fully laden. The load can be evenly distributed between the front and rear wheels, avoiding the "tip up" effect that so commonly occurs with pick-ups. And with 11 1/2 ins ground clearance even rough cross country driving can be considered.

### Value & Style

The 504 Pick-up is styled to give you a thoroughly modern yet totally functional vehicle. Inside, saloon car comfort will be found: modern style dashboard, adjustable seat, inertia reel seat belts, variable speed heater and radio mounting point. And on the outside there's a choice of five paint colours. Good value, economy, strength and reliability. Visit your local Peugeot dealer and discover what makes the 504 Pick-up such a hard working proposition.

### Power: Petrol or Diesel

There's a choice of power. The 1600cc petrol engine runs extremely economically on 2 star fuel and only requires main services every 10,000 miles, so you can be sure that it will work long, hard and reliably. The 1950cc diesel unit is robust and durable, and offers improved economy with added flexibility. Excellent cold starting characteristics and long life components will ensure a really trustworthy workhorse.



I am interested in the Peugeot 504 Pick-up. Please send me details.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Tel: \_\_\_\_\_

Peugeot Automobiles (UK) Ltd.  
333 Western Avenue  
London W3 0RS  
Tel: 01-892 8366

**PEUGEOT**  
World famous for strength.

**ANYONE WISHING TO SAVE FUEL ON LAND-ROVERS WE SUGGEST YOU FIT TORO OVERDRIVE UNIT**

**CONTACT US FOR ADVICE**

**LARGEST STOCKISTS AND EXPORTER OF LAND-ROVER AND RANGE-ROVER REPLACEMENT PARTS**

**FOR QUALITY, AVAILABILITY AND SERVICE**

**BEARMACH... THE NAME TO REMEMBER**

**BEARMACH (LONDON) LTD.**

BEARMACH HOUSE, MAINWAY ROAD, CARDIFF CF2 4XN

Tel: 0222 41814/476 Telex: 497580

**SANSON TIPPERS** **George Neville**

**George Neville Truck Equipment Ltd.**

London Lane, Kirby-la-Pendine, Northhamptonshire, England.

Telephone: Marnfield (0528) 732071

Telex: 37805 COMING G (AR GEO NEVILLE)

Specialists in alloy and steel, bulk trailers for rigid and artic applications, also automatic sheeters and bulk tankers, skeletal tippers and on/off road heavy duty bodies.

**Thinking of buying a car?**

**Read**

**The Times Car Buyers' Guide**

**Today**

**THE TIMES**

مكتبة من الامم



## Rugged, reliable and at the right price

The next time your street gully is emptied, or you see a newly appointed, chairman of the ice-cream van, the commercial vehicle body, port contracts in the West or you witness the turn-out of the fire brigade, reflect on the fact that all these vehicles, involved are almost certainly to have been made in Britain.

This highly specialised sector of the commercial vehicle industry is almost exclusively British-made. For example, in the main, the small and medium-sized body and chassis building companies producing everything from Post Office vans to mobile libraries and dustcart.

The two main reasons why foreign manufacturers have not got a major slice of this sector are that it is expensive and labour intensive to export, and that the British companies generally have built up a reputation for producing rugged, reliable vehicles at the right price.

Like specialists in most industrial sectors, they have to carry the extra risk of making small numbers of high added value products bought by a strictly limited number of customers.

But they are not subject to the same peaks and troughs as the business cycle that affects the volume truck makers. Most specialists say that it is this stability of their market, rather than greater profitability, that gives them the edge over the big producers of standard commercial vehicles.

Mr. David Hargreaves, chairman of Hestair Dennis, the Guildford, Surrey, company which specialises in municipal vehicles, fire engines and buses, said last month: "We are the only serious truck maker in the country still on a five-day week, plus overtime, and with order books that come well into next year."

"Of course, we have had to jump on pencils a bit on price, but there is no doubt in my mind that inflation in refuse vehicle prices has not been very low this year. We are now getting the material at increases down to manageable proportions and seems that inflation is owing out of the system quite quickly."

His comments produce echoes from the standard body makers, who are facing a sudden deterioration in demand from hauliers and overall domestic market is falling by 10 to 15 per cent.

Dennis, which claims to be

Britain's construction industry has been little affected by the current recession because when you are already on the floor, it is hard to fall any further. The present round of public expenditure cuts has merely served to ensure a continuation of the lull in civil engineering activity which began after the 1973-74 oil crisis.

Building of roads, bridges, schools and hospitals remains in low gear. Earthmoving plant, including dumptrucks and on/off-road tippers, is severely under-used. Machines which are not standing idle are, at best, on single-shift working, so that they last twice or three times as long before needing to be replaced. Sales of new dumptrucks and tippers are, therefore, well down on the figures for the "normal" times which plant managers find increasingly hard to remember.

Ironically, the mid-1970s oil crisis brought good as well as bad news for the hauliers. Oil scarcity and its rising cost brought coal back into

favour, open-cast sites being exploited with new vigour. The same kind of earthmoving plant found in a limestone quarry, serving the roadstone and cement-making industry, is specified for open-cast coal extraction.

Large new coal sites are already being worked in the Midlands and the controversial Vale of Belvoir coalfield will add to the work in prospect for dumptrucks. Because each coal site tends to be bigger than the last, the scale of the operation as a whole has tended to grow. The stationary plant which grades the coal is larger and faster, and therefore able to accept bigger dumptruck loads. Consequently there has been an inexorable growth in the size of truck regarded as optimum.

Coal hauling contractors who, two years ago, would have bought 30-ton capacity trucks are today specifying 40-tonners. Machines of this kind have a price running into six figures. To sell one is an equivalent success to the on-road truck dealer selling

## Trucks down in the dumps

Trucks of Southam, near Leamington Spa.

The United Kingdom market is comparatively small. There are no official statistics of earthmover sales, but because the number of potential buyers is so limited every supplier has a fairly accurate idea of the market size and the performance of his competitors.

In 1979, around 250 "rigid" off-road dumptrucks were built or imported ("rigid" in this context means machines with a one-piece chassis frame steered by the front wheels). The number actually delivered to customers was probably nearer 220, an indication of the extent to which supply exceeded demand.

Dominant in the market were, and are, Terex (General Motors), Caterpillar and Euclid. All are American-designed machines, although some Terex and Caterpillar models are assembled in Britain. Euclid, though a United States-based company, is now owned by Daimler-Benz of Germany. Its products are imported by Eac

Trucks of Southam, near Leamington Spa.

Another contender is Aveling-Barford, the "unwanted" BL subsidiary which has been offered for sale. Bidders have kept away because of Aveling's heavy financial commitments which form an inevitable part of the package.

Dumptruck buyers have been deterred from ordering Aveling plant by the company's uncertain future. On the other hand some buyers have certainly been swayed towards Aveling by the desire to support British industry.

Rigid dumptrucks of more than 80 tons capacity are already in common use in the United States, and British suppliers see the optimum size rising yet further as open-cast site operators in particular seek to raise productivity in tons-per-hour terms by a given output of fuel and driver's pay. Three 170-ton-capacity American Wabco (Westinghouse) machines are in trial operation at a NSM strip mine in Derbyshire.

Articulated centre-pivot dumptrucks are growing in popularity with those contractors faced with poor ground conditions, where traction is critical. Driven from as well as rear wheels, shod with large tyres, help to promote adhesion as does the roll pivot in the frame, which equalises wheel loads however uneven the terrain.

Opinions are divided about the value of articulation in a dumptruck used on hard level roads, where normally higher payloads are required. The Swedish BM-Volvo concern pioneered the articulated concept—which is practically unknown outside Europe.

Of the 200 or so articulated machines sold last year in Britain, BM-Volvo took the largest share. The British DJB company, with a factory at Peterlee in Co. Durham, has since its formation in 1973, done well in the articulated market, under the chairmanship of Mr David J. Brown, whose name came to prominence when he made a tentative bid for BL's Truck and Bus Division (now Leyland Vehicles) two years ago.

DJB machines are based on well-respected Caterpillar mechanical components, notably engines and transmissions, and the range is sold through Caterpillar dealers.

Most articulated sold to date are of no more than 20 or 25 tons capacity. The competition in a static market is fierce. BM-Volvo has been challenged by Nordverk (Swedish designed but now built in the United Kingdom) as well as DJB. Also available in Britain now or in the coming months are machines from Moay (Norway), Werkstat (Holland) and Hauilamatic (United Kingdom).

Hauilamatic is a private British company saved from bankruptcy some three years ago by an injection of capital from a consortium of British businessmen. Its main product line is rigid on-off-road dumptrucks, which compete with imports from the big-name European makers like Mercedes-Benz, Mercedes-Benz and MAN.

A.B.

## Too few orders for fork lifts

Industrial workhorses like forklift trucks may not be surrounded by the same romantic aura as the long-distance juggernaut, but they do represent a sector of vehicle manufacturing whose fortunes are watched closely for signs of buoyancy or depression.

Pork trucks are categorized as pieces of mechanical handling equipment rather than vehicles and their production and sales do not come within the scope of the Society of Motor Manufacturers and Traders' commercial vehicle statistics.

However, a recent study by The Economist Intelligence Unit commented: "The industrial truck industry is often regarded as a barometer of the UK manufacturing industry as a whole because of the wide variety of applications for forklifts and other trucks—so that poor sales of this type of equipment can indicate the degree of insecurity of industry generally."

Much of the demand is from food and drink manufacturers and distributors and from the chemical, metalwork and building materials sectors and while large numbers of forklifts are bought by the plant hire

industry the vehicles usually are employed in these sectors.

The forklift truck sector has become one of the most competitive in Europe. Important growth was experienced in the 1960s as industry's manual methods of moving goods, components and materials, particularly around factories, gave way to increasing mechanization.

Demand for material-handling equipment soared and the pickings were good for the American, British and other European companies in the sector. The EIU report added: "Unfortunately this appears to have been a once and for all upsurge in demand. Now the most frequently used word to describe the European market in general and the United Kingdom market in particular is 'mature'."

In other words there is limited scope for further mechanization.

This market maturity, and the fact that forklifts are not high-technology products prone to design and equipment refinements, have led in recent years—and especially at times of recession—to gross overcapacity among European

manufacturers.

The Mulheim factory in West Germany of Clark, the American multinational, which claims to be one of the top three forklift truck makers in the world, was running at between 60 and 80 per cent of capacity earlier this year while capacity use of 70 to 75 per cent has been common in the United Kingdom. Hyster and Caterpillar, both American-owned and both British factories, Clark and Linde of Germany have all expanded their facilities in recent years.

The result of too much capacity chasing too few orders has resulted in forklift salesmen trying to convince industry, often with some justification, that the size of their vehicles is too high and that big reductions in running and maintenance costs can be achieved with new generation vehicles.

Users also complain that European-made trucks are "over-designed" and expensive compared with the simple Japanese models. The latter have been sold in Europe at from 5 to 20 per cent below the local competition and Japanese sales, mostly of smaller, electric-powered trucks,

have shown continued growth in the past five years.

The EIU study said: "Although unsubstantiated allegations of dumping have been made, such complaints are regarded by many as excuses to disguise the shortcomings of United Kingdom manufacturers."

It is estimated that Japanese trucks account for 12 per cent of all sales of internal combustion engine vehicles and 4 per cent of electric sales in the United Kingdom, with the four main importers being Komatsu, Toyota, Mitsubishi and Datsun. The report gave a warning that while the Japanese now seemed intent on a policy of consolidation, "it is clear that at the same time they are exploiting growth in certain areas of the industrial truck market vigorously."

The British market for forklift trucks has remained fairly static in the past few years compared with other European countries, but the worrying trend has been that domestic manufacturers, in spite of a series of mergers, have lost steadily their overall share of the home business.

The National Economic Development Office sector

work survey (NEDO) for the industry said last year that its share had fallen from 83 per cent in 1970 to 73 per cent in 1977, a "damaging trend" that must not continue.

At the same time, British truck makers had seen their share of world trade diminish since 1971, while the French and Japanese penetration had increased. It called on the industry to strengthen its international position by taking over foreign companies, allowing some products to be made under licence, using better dealers, joining forces with other manufacturers and encouraging continuing American investment in Britain.

Part of the past resilience of the British forklift truck industry, in fact, has been because of the presence of three American-owned companies—Caterpillar, which makes some trucks at Bedford in Leicestershire; Eaton, which has its European materials handling and marketing centre at Wednesfield near Wolverhampton; and Hyster, which has a Scottish factory and a planned operation in Northern Ireland.

The two most important domestic manufacturers are

Lansing Lignall and Coventry Climax, the latter still part of BL despite the stated-owned company's attempts at disposal.

Accurate statistics are elusive in the highly competitive forklift truck sector, but it is estimated that Lansing has about 25 per cent of the total market but 37 per cent of the electric truck sector. Climax, which has benefited in the past three years from injections of government cash into BL, has about 15 per cent of the total market and is more dominant in internal combustion engine trucks. Others include Lancer Boss, which claims to hold 80 per cent of the British sideloader truck market.

Summing up the industry's prospects, the EIU said: "Overall, the British market will remain extremely competitive during the next five years."

Mechanical Handling Equipment in the UK, The Economist Intelligence Unit, Spencer House, 27 St James's Place, London.

E.T.

## Truck & Bus Builder

THE TIMES FRIDAY OCTOBER 17 1980

Scots plant wins £35m bus order

Volvo buys British to the tune of £125m

BL and Volvo share £16m bus and lorry orders

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Scots plant wins £35m bus order

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

Volvo buys British to the tune of £125m

There's no question Volvo is doing its bit for you and for Britain.

Volvo buys components from over 300 British manufacturers. To the tune of over £125 million in the current year. That makes Volvo Britain's motor component industry's biggest overseas customer.

Volvo has invested over £30 million in its British manufacturing plant at Irvine. Which turns out a third of all the trucks Volvo sells in the UK. And every Volvo double decker bus. British made Volvo trucks and buses are gaining valuable export orders for Britain, in the Far East, Scandinavia and Europe.

In the UK over 10,000 people are employed in manufacturing distribution and support of Volvo products. Thousands more are indirectly employed, working for suppliers.

**VOLVO**





## Recession rubs salt into hauliers' wounds

Britain's 46,000 road hauliers, the band of mostly tiny operators who shift the bulk of the country's goods, were still licking their wounds after the drivers' strike of early 1979 when the present economic recession arrived.

Sharply rising costs of diesel fuel and labour were the spearhead of the attack on small hauliers' profit margins last year and they were soon to be reinforced by a sudden and sharp deterioration in business as manufacturing industry began to cut output in the face of declining demand.

More than 93 per cent of the country's road hauliers operate fewer than 20 vehicles and the average number of employees per company is 25. It is these companies which have borne the brunt of the various increasing cost pressures.

The Road Haulage Association, which has 15,000 members, says that the tonnage of freight moved over the past five years has remained static. Manufacturing output has changed little during that period and road transport, a basic service of manufacturing, has therefore followed this thin market.

In recent years there has been a slight change where own-account ton-miles has been increasing with a consequent slight decrease in contract ton-miles. Over the whole period there has been a steady increase in total ton-miles as the same amount of goods has been moved further.

Since the summer of last year, however, the picture has changed drastically. Ton-miles have fallen by an average of 10 per cent, with the steepest falls being experienced in areas affected by declining heavy industries such as steel and engineering.

But no area of the country has been immune and the decline is now becoming severe in the worst affected communities. Of the 10 per cent fall in the past 12 months, half has been suffered since April, a reflection not only of declining manufacturing output but also of a tendency for companies to stockpile towards the end of their financial

years, thus depressing the demand for transport.

The RHA says: "This market loss has been reflected in lorry fleets, laid-off drivers and fleet reductions ranging from 10 to 20 per cent of operator fleets. High interest rates, severe competition for what business there is and rising costs have resulted in a burst of liquidations and bankruptcies."

Those companies still operating are said to be making little or no profit and this has been a major factor in hauliers' reluctance to buy new vehicles or replacement parts.

While the market for new vehicles has been badly affected and there have been widespread lay-offs at the major manufacturers as a result, the most serious problems are being experienced by suppliers of replacement components whose loss of business is said to be reaching levels as high as 50 per cent. Part of the reason is that operators will not replace defective parts on the working fleet.

Such action has, indeed, become official RHA policy. In August this year Mr Ken Rogers, the association's national chairman, urged members to study closely all vehicle maintenance procedures and to repair parts rather than buy replacements. Over time payments for drivers, fitters and clerical staff should be avoided where possible and if necessary workforces should be reduced.

He also called on hauliers to extend their own credit as far as possible but at the same time insist on rapid settlement of outstanding accounts. Members should shop around for the maximum discounts for fuel, tyres and other supplies and should change suppliers to get the best terms.

The fact that the leading spokesmen for a large group of experienced businessmen should urge them to save money by limiting the number of telephone calls and the use of light and power is an indication of the depth of the recession that is now affecting road hauliers.

In the case of the few national haulage companies which operate more than 1,000 vehicles, such as the National Freight Company's British Road Services and National Carriers, the response to the fall in busi-

ness has been to concentrate less upon general haulage and to develop such activities as contract hire and rental and to diversify into non-traditional areas.

The RHA points out that despite the development of big business, most haulage operators are on a small scale and even the big companies have tended to retain the individual names and bases of their subsidiaries while giving them financial and administrative support. This has maintained the high levels of service that must be the hallmark of a customer-oriented industry such as haulage.

The cost of running a lorry, however, whether it be owned by BRS or a small operator, is frightening. The Society of Motor Manufacturers and Traders estimates that to operate even a light lorry of under 7.5 tons gross weight that does not require a heavy goods licence costs £13,000 a year. "To operate a 32-ton out-of-fit costs £35,000 a year, out of which more than £8,000 goes to the Government in taxes, duties and licences even before any corporation tax is paid."

Operating costs rose by more than a fifth in 1979 and by a further 8 per cent in the first six months of this year. Earlier this year, interest rates rose sharply and then the upward pressures have eased slightly.

There have been some reductions in the prices of new vehicles and discounting has been fairly common, while the decline in interest rates has helped cash flows. Earlier this year, interest accounted for almost 10 per cent of the whole cost of running a lorry.

Insurance costs have risen by about 20 per cent this year and the cost of road licences for lorries has increased by 30 per cent, although these rises have been partly offset by the tendency for fuel costs to drift downwards. Fuel accounts for about 15 per cent of a lorry's operating expense and more with high-mileage vehicles.

But the SMMT has said that further cost rises are inevitable. Apart from rates and rents, which continue to increase, there is concern that wage rises will be too great a burden for many hauliers to bear. Pay is the biggest element in lorry operation, accounting for a third of total costs.

The society adds: "The telephone plays a key part in an attempt to win whatever business there is available, a move that the RHA has condemned as shortsighted."



This Leyland Marathon is a unit of the British haulage fleet, whose tonnage has decreased by 10 per cent since the summer of 1979.

in administration, so that increases in charges here are a despair to road transport operators."

In addition there is the cost of fitting tachographs—the speed, distance and time recorder—estimated at £300 per vehicle and from the end of this year, the extra burden of legislation restricting driving hours per man to eight a day. "This will mean less work out of each vehicle, or else more double shifting will be needed. Either way the cost of transport is going to be forced up."

And such increases, the SMMT argues, can mean only that the price of the goods carried by lorry must also rise. It reckons that every 10 per cent increase in freight transport costs adds another 1.3 per cent to the retail price index.

Yet in the face of soaring costs, many hauliers have been forced to cut their rates

in an attempt to win whatever business there is available, a move that the RHA has condemned as shortsighted.

It has implied members to pass on rises in fuel and other costs to customers and warned them that failure to do so "will result in rapid decline which will leave British manufacturing without a haulage service when the recovery comes. Thus rates must be maintained, but hauliers too must ensure that every hour and every vehicle is used to its maximum efficiency."

Such advice, however, is difficult to accept when the chief preoccupation is survival. The RHA's Metropolitan and South-east area suffered a net loss of 49 members in the first seven months of the year having lost 189 members, of whom 79 went out of business, and gained only 140. Many others could not afford to continue paying their subscriptions.

Yet in spite of the short-term constraints, supporters of the lorry remain confident that road haulage will be the dominant form of goods transport for the foreseeable future.

Mr John Silberman, last year's RHA chairman, emphasises at the 1979 annual conference of the association that 90 per cent of goods go by road and the inflexibility and limitations of rail goods transport mean that there was no great scope for the transfer from road to rail.

The British road haulage industry had been successful in the last half century because of its ability to develop, innovate, improve and change. The change to heavier lorries, coupled with the "changeless" economics of the rail network, pointed to a thriving road haulage industry with ever-expanding frontiers.

Edward Townsend

## Italo-German merger points the way

In January, 1975, the international commercial vehicle industry was surprised by an announcement that two big rivals were merging to form the second largest van, lorry and bus group in Europe. Exceeded only by Mercedes-Benz, Iveco, with headquarters in Holland, was a new company combining the commercial vehicle operations of Fiat, Italy, and Klockner-Humboldt-Deutz, Germany.

Fiat contributed the lion's share with plants in Italy and France, where it has controlled the French light vehicle manufacturer Unic since the mid-1960s. KHD put in plants at Ulm and Mainz, West Germany but not its associated company, Deutz, which produces its well-known air-cooled engines.

With 13 factories and a workforce of 50,000, Iveco had rapidly become a new force to be reckoned with and the stir its formation created in the boardrooms of its competitors is still having repercussions on the industry's structure and marketing plans.

As the dominant partner, Fiat took 80 per cent of the shareholding in the new company, with KHD holding the remainder. Earlier this year, in a move not unexpected after off-repeated reports of policy disagreements, Fiat acquired full control.

Perhaps more than any other European motor chief, Signor Giovanni Agnelli, the head of Fiat, has long feared the inroads being made on this side of the Atlantic by the large American car firms. He has said time and time again that rationalization of European companies is the only answer. "We must meet volume with volume," he told press conferences.

As justification he pointed to the rationalization which the Americans themselves had already carried out, reducing the number of commercial vehicle producers to six—General Motors, Ford, Chrysler, International Harvester, Mack and White—with more than 80 per cent of production concentrated in the big three.

He and other Fiat executives also gave warning that

by following the American example, the Japanese had concentrated their production in seven companies: Isuzu, Toyota, Nissan, Mitsubishi, Hino, Daihatsu and Mazda. Both countries were able to expand production into overseas markets on the back of very large home markets. In the case of the Americans this amounted to 1,300,000 vehicles a year.

The European industry with 40 commercial vehicle manufacturers, all competing fiercely in the same market, is much weaker structurally. According to Fiat, merger moves should have been made in the 1960s when the European industry was in a much stronger position. More companies should have followed its example in salvaging Lancia and Mercedes-Benz in taking over Humber. Some companies reported in state bankruptcies. The use of Renault to pull together Scania and Berliet and the British Government's rescue of British Leyland are prime examples.

But Europe's large number of independently-minded lorry firms is still bound by national loyalties. No government wants to see a key part of its car and lorry industry acquired by another country. The result is inevitably a compromise, with cross-border agreements for joint production of expensive components such as engines and cabs. In some cases this has resulted in the establishment of jointly owned factories and in others companies have taken minority shareholdings in each other.

One of the earliest moves was the formation of the so-called Club of Four in which Volvo, Magirus Deutz, DAF and Scania combined to produce common parts for a range of light weight lorries. Volvo's long search for a full merger partnership concludes despite its abortive plan to join with Saab Scania and the arrangement for the Norwegian Government to make a 40 per cent stake, which was rejected by Volvo's own shareholders.

MAN, the West German heavy lorry manufacturer, has concluded a deal with Volkswagen which often excites producers to build Volkswagen wanted to move from its "van only" stake in commercial vehicles. At the same time MAN wanted to move down-market to produce lighter lorries offering higher volumes. By combining their resources in joint production, with VW

supplying the cabs, axles, gearboxes and MAN supplying the engines, frames, other parts, they can carry out their assembly. No one will be surprised if the agreement grows into much wider partnership.

Ensa, the Spanish dueler of Pegaso lorries and vans got into trouble last year. Leyland Vehicles, lorry and bus side of has until recently pursued largely isolationist policy. This was in part because of the former dominance of the British lorry market and belief that possible partners were really interested in only a toe hold Europe's largest commercial vehicle market.

Under its present chairman and managing director Mr David Abell, those are gone. The first ever of the new outlook was dealt signed earlier this year for Leyland to manufacture a new gearbox under licence from ZF, Germany, on Europe's leading independent gearbox producer will enable the British to replace its own dated "crash" boxes medium weight lorries, the gearboxes will be in a new range of 12-24-tonners which will go into production at Bath, Scotland, in two years.

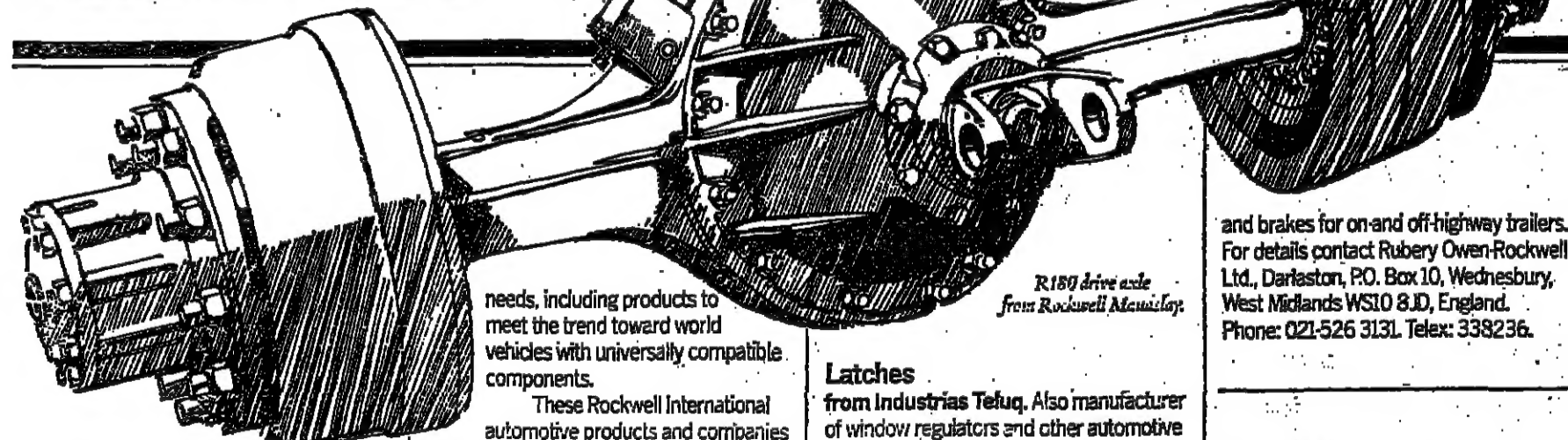
The savings in development costs and time are considerable. But of greater significance is Abell's statement that land's isolationist days over. He said: "Other ventures involving Ley and component manufacturers will follow. We have much to offer in way of new trucks. It is oversteering the case to our Leyland Vehicle production in its history and competition is well aware of this."

He nevertheless availing of the possibilities of mergers in the west, although rumours such talks still raise heads from time to time.

Clifford W.

## Rockwell International is more than truck axles.

### Much more.



We are the manufacturer of all these products. And more.

Rockwell International is a major multi-industry company, applying advanced technology to a wide range of products in the aerospace, electronics, general industries and automotive fields.

A good part of our £2,700 million sales last year came from our Automotive Operations. Our Automotive Technical Centre is the largest independent automotive research and development centre in the world. We are the world's largest independent supplier of components for automobiles, trucks and on/off-highway vehicles—and we have 75 years of axle experience that's ready to go to work in your trucks.

This experience has made us the number one producer of heavy-duty axles in North America. And we have made a commitment to expand our service to the industry worldwide. When you need an axle for on- or off-highway use, there's a 99 per cent chance that we can supply it. We can provide single rear axles from 6 to 17 tonnes, and tandems from 15 to 32 tonnes. Additionally, a full range of front steering, front drive, and trailer axles are available.

Our international expansion plans are supported by a capital investment programme of over £220 million by the end of 1983, a significant portion being directed at Europe.

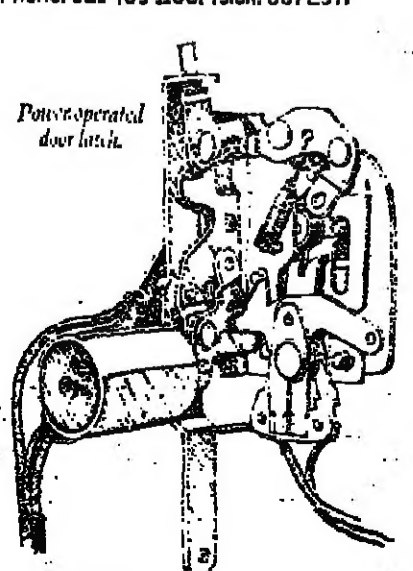
We have an excellent base on which to build automotive products that are the result of many years of design, engineering and manufacturing experience. Manufacturing centres located to meet the requirements of multiple sourcing and geographic convenience. And a commitment to provide for your future

needs, including products to meet the trend toward world vehicles with universally compatible components.

These Rockwell International automotive products and companies can serve you, right now.

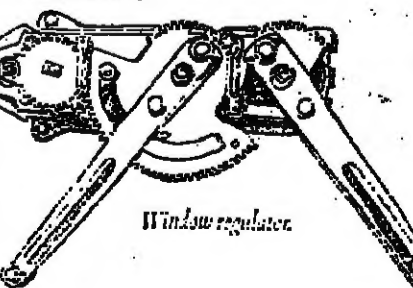
**Drive axles**  
from Rockwell Maudslay. Also manufacturer of front axles for on-highway vehicles. For details contact Rockwell International, Rockwell House, 23 Grafton Street, London W1P 5LG, England. Phone: 01-409 0291. Telex: 264808.

**Power operated door latches**  
from Wilnot Breeden. Also manufacturer of window regulators, bumpers, handles, hinges, engine cooling fans, steering and ignition locks and security systems. For details contact Wilnot Breeden Ltd., Fordhouse Lane, Birmingham B30 3BW, England. Phone: 021-459 1166. Telex: 337297.

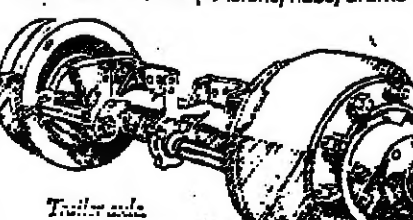


**Latches**  
from Industrias Teluq. Also manufacturer of window regulators and other automotive components. For details contact Industrias Teluq, General Queipo de Llano S/N, Santa Maria de Palautordera, Barcelona, Spain. Phone: (3) 848 03 76. Telex: 50155.

**Window regulators**  
from CIM. Also manufacturer of locks, latches, handles, electric motors and solenoids, handbrakes, seat slides and adjusters, sun visors, fascia panels and arm rests. For details contact Compagnie Industrielle de Mechanismes SA, 6 rue Barbès, BP 70, 92302 Levallois-Perret Cedex, France. Phone: (1) 7581770. Telex: 620178.

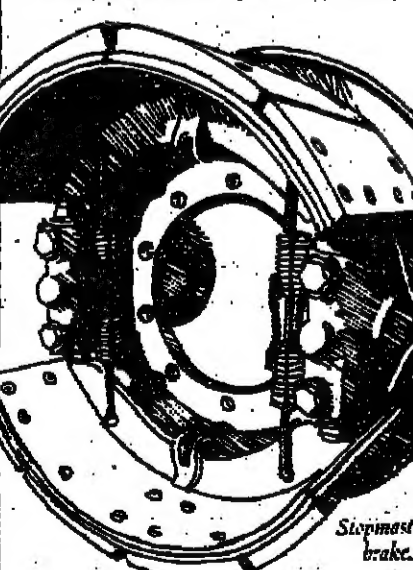


**Trailer axles**  
from Rubery Owen-Rockwell. Also manufacturer of suspensions, hubs, drums



and brakes for on and off-highway trailers. For details contact Rubery Owen-Rockwell Ltd., Darlaston, P.O. Box 10, Wednesbury, West Midlands WS10 8JD, England. Phone: 021-526 3131. Telex: 338236.

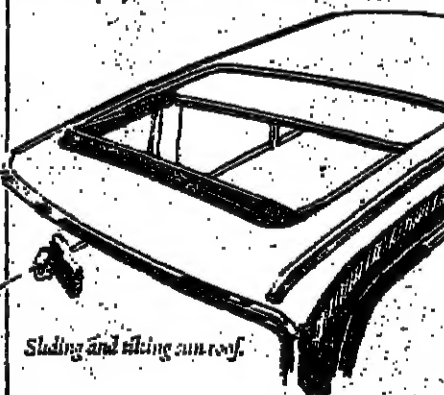
**Truck brakes**  
from Rockwell Bremser. Only full line supplier of brakes, including Stopmaster® wedge brakes, Cam-Master® "Q" brakes and automatic slack adjusters for buses.



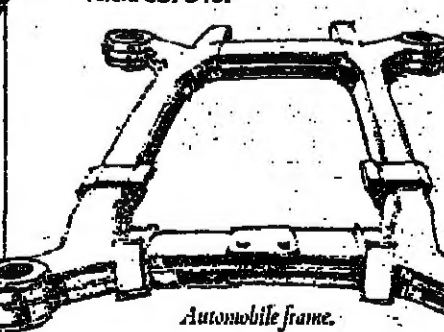
heavy-duty trucks, trailers, and for military and industrial markets. For details contact Rockwell Bremser, Borsigstrasse 2, 8755 Alzenau, F.R. Germany. Phone: (06023) 50 30. Telex: 4186154.

**Sun roofs**  
from Rockwell Golde. Also manufacturer of window regulators and passive restraint systems for passenger cars. For details contact one of these two locations: Rockwell Golde GmbH, Hanauer Landstrasse 338,

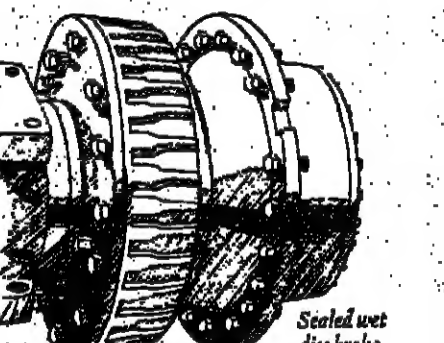
6000 Frankfurt 1, F.R. Germany. Phone: (069) 40881. Telex: 417285, or Rockwell Golde Italiana S.p.A., Via Briantea 342, 22032 Albese Con Cassano (Como), Italy. Phone: (31) 200-300. Telex: 380271.



**Car frames**  
from Rockwell-Thompson. Also manufacturer of axle housings, trailer beams, truck and bus frames and pressings. For details contact Rockwell-Thompson Ltd., Ettingshall, Wolverhampton, West Midlands WV4 6JF, England. Phone: 0902 41161. Telex: 337845.



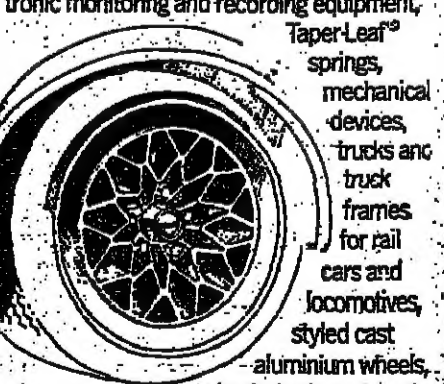
**Sealed wet disc brakes**  
from Rockwell International S.A. Full line supplier of heavy-duty steering and rigid planetary axles; Stopmaster® wedge; Cam-Master® and dry disc brakes; universal joints of all types including Roll Joints® and driveline assemblies for the off-highway



market. For details contact Rockwell International S.A., 40-46 rue de Monthéry SILEC 127, 94523 Rungis, Cedex, France. Phone: (1) 6873102. Telex: 260771.

**Automotive Operations, Worldwide.**

In addition, we make special gear drives, drive axle/transmission assemblies, transfer cases, tandem suspension systems, electronic monitoring and recording equipment.



For further information, contact Rockwell International Automotive Operations, Rockwell House, 23 Grafton Street, London W1P 5LG, England. Phone: 01-409 0291. Telex: 264808.



...where science gets down to business



## Gone are the days of the noisy spartan cab

Inside the cab of a modern lorry, aimed at making the driver's place of work befitting a modern office, the driver can find a comfortable and as healthy as possible environment. The cab is a modern office, and the driver is the executive. The cab is a modern office, and the driver is the executive. The cab is a modern office, and the driver is the executive.

The days of the noisy spartan cab are gone. The modern lorry cab is a comfortable and healthy environment. The driver can find a modern office environment. The driver is the executive. The cab is a modern office, and the driver is the executive.

Of the premium-class cab, the driver can find a comfortable and healthy environment. The driver can find a modern office environment. The driver is the executive. The cab is a modern office, and the driver is the executive.

At work is part of a team. The driver is the executive. The cab is a modern office, and the driver is the executive.

Interest of both the lorry man and the public that the driver's place of work be made as comfortable and as healthy as possible.

Medical evidence has proved many times over that a body subjected to vibration and noise loses its sensitivity rapidly. Reaction times deteriorate and often the person becomes unaware of happenings that would immediately be evident in normal circumstances.

Reduction of noise and vibration in the lorry cab is a high priority. The driver's place of work is a modern office. The driver is the executive. The cab is a modern office, and the driver is the executive.

What then does the top-quality heavy lorry offer its driver in 1980? A suspension seat is a universal feature. Costing several hundred pounds, these seats have scientifically contoured surfaces, and have adjustments for height, reach, and back angles. Drivers of weight and in some cases a

bodily adjustment of the whole thing once the detail adjustments have been made.

In that way, any driver no matter what his size and build, can obtain a fully comfortable driving position. Oddly enough it has taken time to educate drivers to use the facilities provided, but most now do so as a matter of routine.

Noise and heat insulation is less evident to the eye, but equally vital. Double-skin floor and bulkhead structures, shrouded engine compartments, acoustically "dead" insulation, heaters, and engines that are quieter than their predecessors, reduce typical cab noise levels to mid-70s dB(A), a full power and speed.

Cab equipment typically includes tinted glass, blinds to shield sun glare from any angle, mirrors to see what is on the ground close to the cab as well as on the road behind, on-board monitoring of vital factors such as brake system pressure and adjustment, and vital engine functions, heating elements in mirrors to ward off the effects of ice and fog, washable "breathing" trim that keeps a driver comfortable even on hot, sweaty days, and, on those vehicles likely to be used in cold climates, heated seat cushions to bring the man into good working trim quickly on a cold morning. A heating system to keep the cab at about 20°C

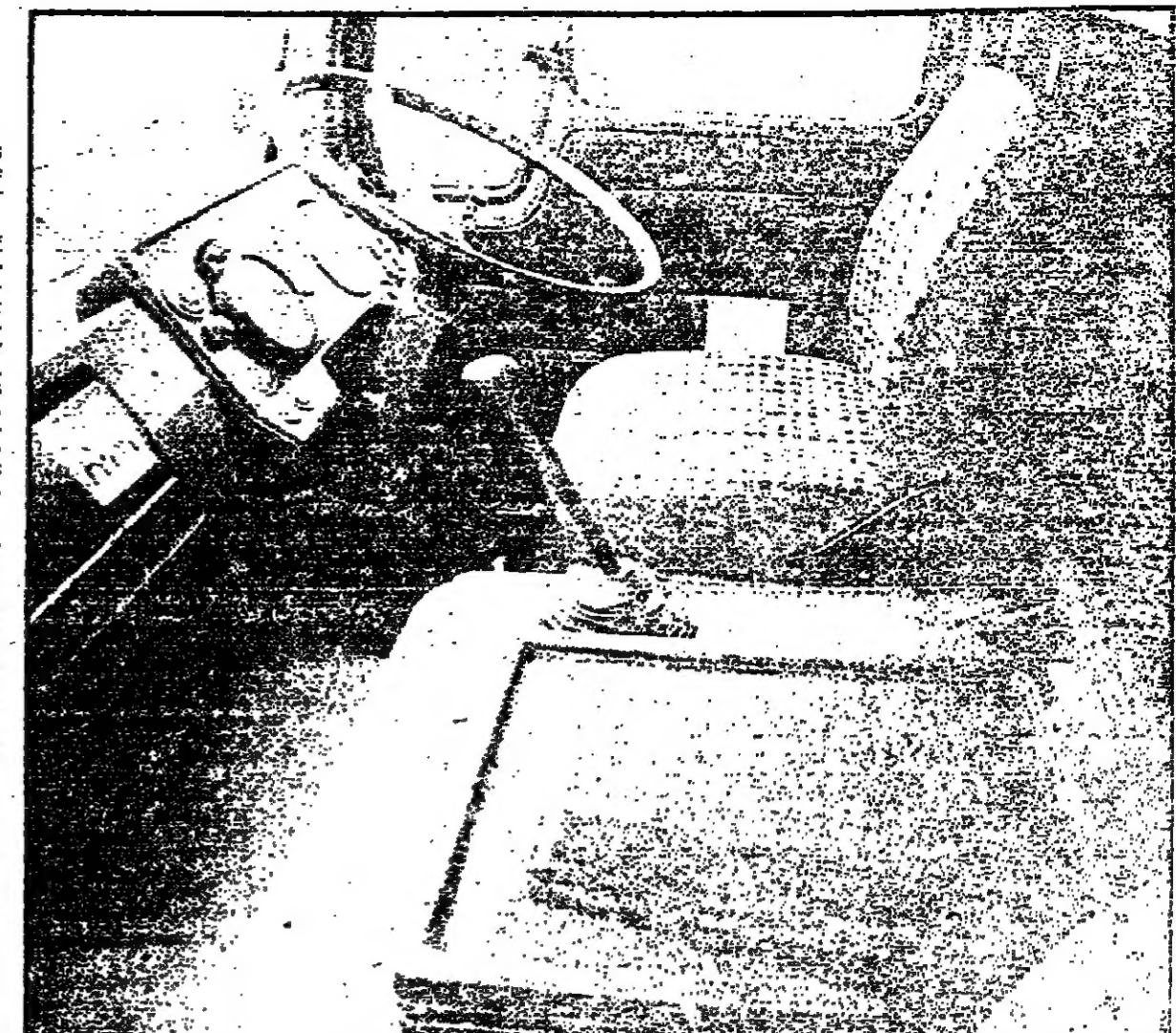
when it is -10°C outside is common equipment, while some lorries are fully air-conditioned too.

The cab structure itself meets either EEC or Scandinavian strength regulations, or both, and that means the ability to withstand massive pressures, for example 15 tons on the roof, and heavy dynamic impacts on front and corner panels. Many are fitted with sleeping accommodation for the driver, and often a mate as well, in a bunk larger than his bed at home.

Accessories include built-in alarm clock, reading lights, and sockets for a shaver or a quick brew-up. A few will have a proper cooker, refrigerator, sink, shower and food stores for use on long hauls across at least a continent. The crew can then remain fit and comfortable even during long frontier delays and frequent route hold-ups.

All that costs a great deal of money, and the cab alone on a modern lorry can represent a third of the cost of the vehicle. Few would dispute that it is money well spent. A comfortable driver with good equipment is likely to be in total control of his vehicle and head-off even worth as much as £250,000—even in bad weather and after a long day at the wheel.

Patrick M. Kennett



Effective insulation of noise and heat, elaborate equipment installations aimed at comfort and convenience, await the lorry driver in today's cabs.

## European makers on the watch for the Japanese

The remarkable success of Japanese cars in Europe has made it a continental-wide phenomenon. The Japanese car is a modern office, and the driver is the executive. The cab is a modern office, and the driver is the executive.

In not therefore surprising that the news that Nissan, one of the big Japanese commercial vehicle manufacturers, was acquiring a 35 per cent stake in Motor Iber Spain, caused considerable concern in the European car market.

It has shown remarkable growth in the past 10 years, which is a commercial vehicle output increase from about 6,500 units a year to more than 27,000 last year. But this rapid expansion left it vulnerable to the cyclical downturn which is occurring in the commercial vehicles industry.

With sales began to fall last year it turned to its Chinese partner, Massey Ferguson, for help. But Massey was itself in the throes of a worldwide cut-back right about the time Western lorries were in the doldrums of Western lorries.

He claims that the 90-odd lorries already imported to Warrington contain 20 to 30 per cent Japanese content, and quotes Michelin tyres, GKN wheels, Bendix Westinghouse brakes, Triplex glass, and British-made rear-light clusters and batteries. He insists that the local content will progressively increase and could include British-made diesel engines and gearboxes.

Four dealers have apparently been appointed and another six are in the process of signing up. No names have yet been released and no Hino has been registered.

Mr O'Neill insists that the lorry qualifies as Irish and therefore should be free of all restrictions on their sale within the EEC. The Department of Trade has expressed concern about the deal and is making extensive inquiries in Britain and the Irish Republic. Its concern has increased since last month's talks in Tokyo between the Society of Motor Manufacturers and Traders and the Japanese Automotive Manufacturers Association.

But below three-and-a-half tons the story is very different. The Japanese are already making substantial inroads into the British van and light lorry market. This

has been made possible because commercial vehicles are not derived from car designs and are not subject to the 11 per cent ceiling on Japanese imports. So effectively have they exploited this loophole that British motor firms are campaigning for it to be closed.

British critics insist that there is ample statistical evidence to support an extension of the voluntary ceiling on cars to Japanese light commercial vehicles. In the first six months of 1980, registrations of non-car-derived Japanese vans had increased by 11 per cent while the market as a whole had improved by only 4 per cent.

One of the reasons for this upsurge was the shortage of British-produced vans in the preceding two years. This allowed the Japanese to become established, and there is plenty of evidence to suggest that they will continue to grow rather than decline.

Honda has made quite an impact with its chubbily little 600cc Acty van, which in the first half of 1980 it increased sales by 45 per cent. Despite its size and small payload, the Acty fills a gap in the British van market. It is ideally suited to the needs of small independent businessmen and tradesmen.

Floris find it particularly attractive. Its success in Britain is underlined by Honda's own export figures. It sells about 70,000 Actys a year in Japan and exports 8,000, of which more than half come to Britain.

But one of the most controversial developments occurred last June, when a Japanese lorry pick-up went on sale in Britain carrying a Bedford badge. As justification for importing it, Bedford's parent company Vauxhall's (part of General Motors) said the numbers of pick-ups bought in Britain made it economically impossible to develop and produce such a vehicle for that market alone.

It is also significant that GM owns 34 per cent of Isuzu and allows the Japanese company to use many of its overseas sales networks to market its products.

With every commercial vehicle manufacturer in Britain on extensive short-time working — one day a week in some cases — and redundancies growing all the time, it is not surprising that some trade unions are pressing for government action to introduce selective import controls aimed at those countries maintaining unfavourable trade balances on their motor products.

The Transport and General Workers Union is threatening to take independent action against the Japanese if the Government fails to stem the tide. Some branches are calling for the "black-lag" of Hino lorries in particular.

White-collar staff unions are not far behind in their opposition. Mr Jack Wilson, chairman of the technical, administrative and supervisory section committee at Leyland's Lancashire plant, said recently: "A quarter of the jobs here at Leyland — about 2,500 — are being saved only by the government's temporary employment subsidy. That cannot go on for long. If something is not done quickly to protect these jobs, Leyland as a major lorry maker and Leyland as a local community could become a social wasteland."

# Prices down on Sherpa and Morris vans.

But only until October 31st.



If you haven't taken the opportunity to get your business moving yet, don't worry there's still time. But you'll need to hurry, because our official 10% price reductions on the whole range of Sherpa and Morris vans ends on October 31st.

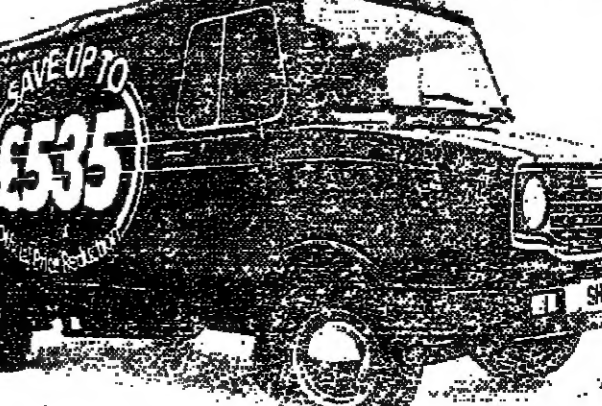
(And that's over and above any trade-in deals or special terms your dealer may be offering). So you can still buy a Sherpa of similar payload and loadspace for a mighty £867 less than the equivalent Transit.

And you can still have a Morris van for a staggering £458 less than an Escort van, even though the Morris has 20% more load space.\*

**NEW 2-LITRE POWER.** We've made the Sherpa range an even better deal by introducing the 2-litre 'O' series engine.

This gives a hefty 38% more BHP. But still keeps Sherpa's well proven fuel economy.

And with new disc brakes, at the front,



Austin Morris Official Price Reductions.				
SHERPA	Pay As You Go	Previous Price	New Price	Saving
200 petrol	(820 kg)	£4150	£3763	£387
200 DL pet.	(830 kg)	£4263	£3927	£336
230 petrol	(1105 kg)	£4319	£3905	£414
230 pet. p/u	(1125 kg)	£4567	£4129	£438
230 DL pet.	(1105 kg)	£4532	£4070	£462
250 DL pet.	(1290 kg)	£4768	£4292	£476
250 DL dies.	(1290 kg)	£5362	£4807	£555
250 DL dies p/u	(1270 kg)	£5557	£4994	£563
250 dies. crewbus		£4994	£4495	£499
250 pet. minibuss		£5675	£5102	£573
255 DL pet. chassis cab		£4378	£3940	£438
MORRIS VAN				
440	(441 kg)	£3557	£3193	£364
575	(590 kg)	£3949	£3544	£405
575L	(590 kg)	£3976	£3570	£406
575 p/u	(604 kg)	£3757	£3418	£339

there's even more stopping power. What's more, 2-litre Sherpa can save you up to £914 against equivalent Transit models. So go and see your Austin Morris/Sherpa dealer now. You could take a load off your mind for a long time to come. Austin Morris

\*The chart shows just a selection of the wide choice of Sherpa and Morris vans available while stocks last. See your dealer for the complete range. \*Source — Manufacturer's Data. Prices incl. VAT correct at time of going to press.



COMMERCIAL VEHICLES

# Criticized for trying to increase productivity

Were the workers in most industries to demand adoption of a really available means of improving their productivity by 15 to 20 per cent, and thereby make their industry more efficient, politicians would stand up and say what good chance they were, newspaper commentators would write lengthy articles, and the public at large would heave a sigh of relief and declare that the industrial world had finally come to its senses.

The one industry which has been seeking to do just that for the past decade, however, has met with almost hysterical opposition from all sides, and still inactivity politically. That industry is road transport and the means of improving productivity is the use of a higher permitted maximum weight. Without doubt, that apparently simple measure has attracted more ill-informed comment, more self-righted experts, more heated argument, and more sheer prejudice than any other single industrial subject in a decade.

Perhaps it is time to examine precisely what the industry needs, what it is likely to achieve from it, and what the effect will be on the rest of the country which has to live with the lorry. This autumn, the Armitage commission, which was established to study the whole question of heavy goods vehicles, is scheduled to make its preliminary findings known. For a year it has been hearing evidence from interested parties, which include railway and waterway lobbies, as well as the transport and road transport industries and innumerable environmental groups.

The most common misconception is that the industry wants bigger lorries. This is not the case and never has been. The only dimensional change concerns detailed alterations governing coupling of articulated lorries, to give them better weight distribution and, consequently, greater safety. In any case these types are three metres shorter than the already existing maximum length for lorry-and-trailer combinations.

No change in the weight carried by axles has been asked for either, indeed the trend is in the opposite direction. What is being asked for is permission to operate more or less in line with weight levels used in Europe, so like 20 per cent of the

making transport more compatible and more efficient. It is significant that national regulations vary considerably elsewhere in the EEC, but they are able to operate on a common factor weight basis. That figure is in the region of 38 to 40 tonnes gross operating weight for maximum capacity lorries. In Britain the limit is 32 tons, which translates as 32,512 tonnes, while Italy, Denmark and Holland have weight limits ranging from 44 to 50 tonnes.

Let us look at the effects of those differences. The British carrier can carry about 20 tons of freight—perhaps a little less if it is perishable cargo in a refrigerated lorry. His European counterpart has a significant advantage in being able to carry about 25 tons of payload in a vehicle which is similar in every respect, except that it has a little more power and one extra axle. The costs of lorry, driver, fuel, insurance and so on are not greatly different. Consequently the vehicle carrying the heavier load does its job more efficiently, both in terms of the operator's own business success and in use of national resources.

On international traffic a further problem often arises. A high proportion of trans-European traffic travels in unaccompanied trailers, in other words the load is stowed in a trailer in, say, Manchester, and may be hauled by half a dozen different local hauliers' pulling units on its way to Athens, for example.

That work is usually costed on a tonnage basis, so the trailers originating in Europe with about 25 tons aboard invariably get the express treatment and the best hauliers on each leg, while the much less profitable but equally bulky British trailers find themselves treated with lower priorities. In that way our domestic regulations impose unnecessary burdens on freight costs, and a double burden on export traffic.

The question is often asked: "Why is everyone so concerned about transport costs? If staff costs more to move, what has that to do with me?" The answer is, a great deal.

It is true that the hauliers and lorry operators are interested, principally, in the efficiency and profitability of their businesses, as indeed is every businessman. On the other hand it should be remembered that something like 20 per cent of the

articles an average household buys in the course of a year is transported by, and as almost 90 per cent of British freight goes by road, that is largely road transport costs.

Consequently, reduction of, or at least containing, transport costs makes an appreciable difference to everyone's wallet, and not just the haulier's. In a wider, and perhaps more important context, that cost margin can make all the difference in our export offerings having a competitive price edge, or losing out to foreign competitors.

Among the objections levelled against raising Britain's permitted maximum truck weights, environmental considerations have traditionally led the pack. Destruction of buildings and other roadside amenities in our ancient villages and towns are claimed.

The solution to that problem can now be found on most of the London-Dover road, and the Midlands-Feltham/Harwich road, both among the most heavily lorry-populated routes in Britain. As important arteries of the nation's commerce, the routes not only pass the narrow village streets that were the object of so much anguish in bygone years.

The only criticism can be that it was not done sooner. In fact the damage done by ground-borne vibration from lorries has never been adequately proved. I remember once doing vibration checks in Lincoln Cathedral as lorries rolled up the hill which curls around the back of it. The oscilloscope showed spectacular waves as they passed, but they went right off the screen when the cathedral organ began to play. The real issue is the social-unacceptability of big lorries close to small buildings, and nobody would agree with that more than the hauliers themselves. They prefer a clear and open road just as much as the villagers prefer a quiet and safe main street.

Safety aspects of higher weights have been called in question, entirely without justification. No relaxation in the braking standards, brake back-up systems, stability, steering safety or any other safety-oriented aspect, has been called for or proposed, and the legal requirements apply to all lorries no matter what the weight.

In practice the heavier lorry is safer, difficult conditions, simply because it

will bite down through surface water, snow or slush and grip the road.

Improvements in operating efficiency under a higher weight structure will vary depending on the work and the route. In favourable conditions it can be as much as 25 per cent, and is seldom likely to be less than 15 per cent, in terms of cost per ton-mile of freight. Wear and tear on road surfaces will actually be reduced, because for a given amount of freight, in other words a given volume of industrial output and commercial demand, a smaller number of vehicles will be required.

In most cases the average axle weight, which is the primary factor in road wear, will be slightly less. Again there is considerable variation in individual cases, but an industry-wide calculation suggests something like 10 per cent less road wear were all our current bulk freight transferred from 32-tonners to 40-tonners. Apart from the freight savings, that would reduce local authority spending gradually, too.

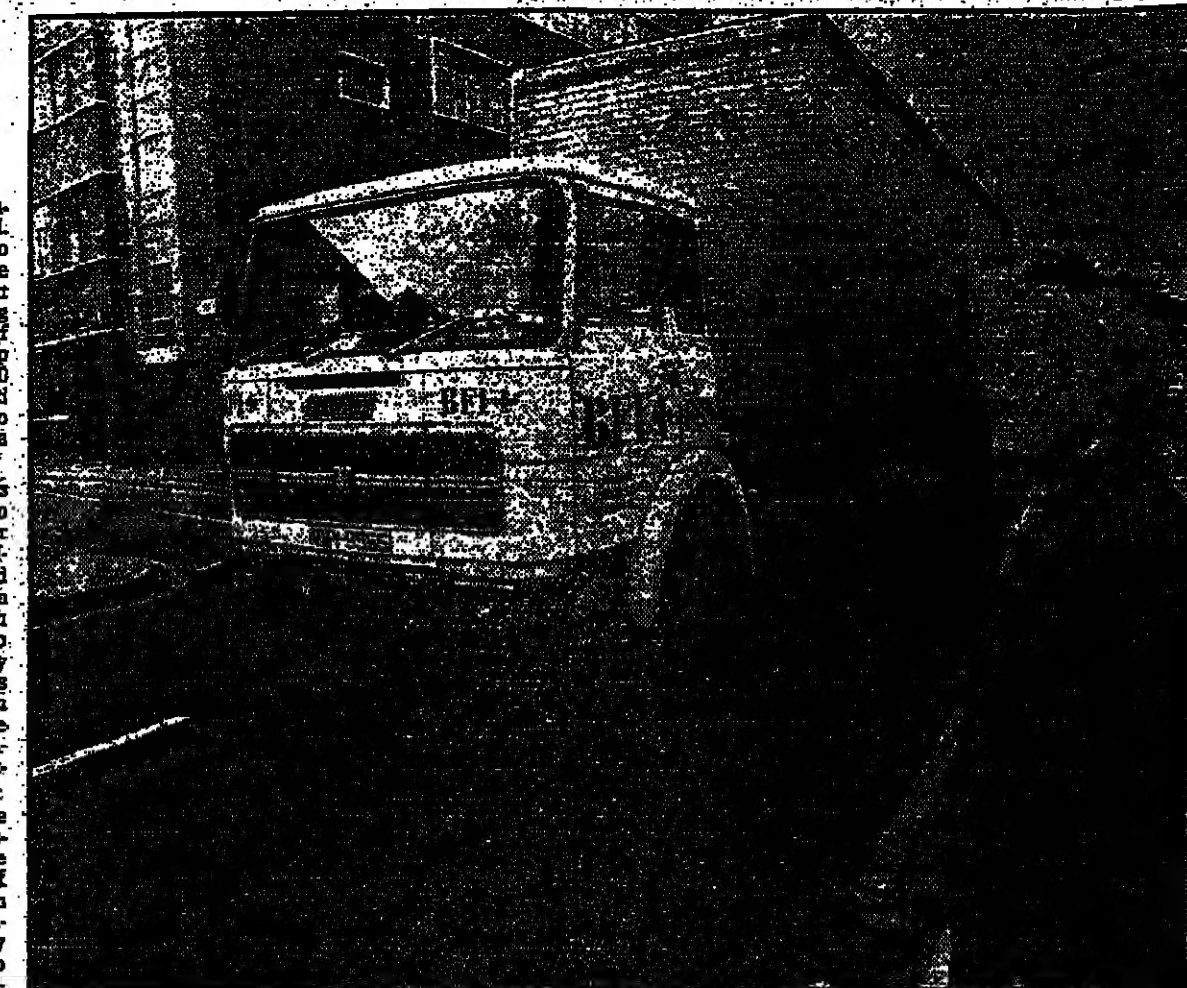
There is a common argument that increasing the capacity of lorries would generate more freight traffic. That cannot be; lorries run

because industry and commerce need goods moved. The total is not going to change with lorry type. The only factor governing their volume is the spending habits of the consumer. If every household stepped up the grocery purchase by 50 per cent, then the food industries would have to increase their fleets by a corresponding amount.

The economic arguments supporting the trend to heavier lorries, with greater load capacities are unassailable. Such a move would ease the financial burden on every single person in Britain, as well as help to secure company profitability and more jobs in countless thousands of businesses in Britain, ranging from the tiny five-man specialist concern to the largest manufacturing groups.

The public safeguards are already written into transport law, and in any case the manufacturing codes of practice exceed the minimum legal requirements by a considerable margin in safety matters. Can we afford to ignore those economic advantages for a moment longer?

Patrick M. Kennett



The lorry is Italian-made, but is operated by a British company in Britain, where its maximum permitted load is less than in its country of origin.

## Cabin spy can be double-crossed

Among the claims made to support the legislation introducing tachographs to British lorries, to record speed, mileage, hours worked and rest periods, is that of higher safety standards among vehicles which are widely feared by the public, despite having a better accident record than any other class of road vehicle. It is true that when such instruments were introduced in Europe years ago, they achieved much improved safety records, but will the same hold true in Britain?

When West Germany, for example, introduced tachograph legislation in its present form, about 20 years ago, the working and driving habits of lorry owners were lax. There was a legal limit to driving hours, but the enforcement system was such that it meant little in practice, and frequently drivers worked a 16-hour day.

Clearly that was medically unsound, and when the automatic chart of the tachograph was substituted for the occasional written record, it resulted in far better overall working conditions for the drivers, who could no longer be exploited in working extended hours for a flat rate wage. Lorry accidents were cut considerably as a result.

Several East European and Middle Eastern countries are in the position where Germany was two decades ago, and where most other European nations have been at some time in between. In those European cases, the tachograph was welcomed by the tipping truck sector where construction sites were and are difficult to monitor.

Consequently the introduction of the tachograph into that environment was regarded by many employers as unnecessary since it did a

proper enforcement procedure behind it. Strict control of log books kept by drivers, and available for examination at any subsequent time but especially as licences came up for renewal, meant that relatively few skilled, blatant over-hours working.

True, some worked the two log book fiddle, pretending that two men were driving alternately where there was only one, but increased use of Transport Ministry secret checks and cross-references to pay records, not to mention increased union pressures for fair working, gradually reduced such instances to a minimum. Most cases which did persist occurred in the tipping truck sector where construction sites were and are difficult to monitor.

Consequently the introduction of the tachograph into that environment was regarded by many employers as unnecessary since it did a

job that was already being done by another (cheaper) means. To the drivers it represented something of a threat as it took away their traditional flexibility, and occasional stretching of hours worked, and offered no compensating protection as it had to their continental colleagues.

The only real welcome for the tachograph in Britain came from the more complex managements in larger fleets, where data extracted from chart records could be used for journey analysis to refine operations and reduce costs.

However, that position has now changed somewhat, as both drivers and operators accustom themselves to the instrument and discover what it can and cannot do. The drivers were quick to discover that even the tachograph can be fiddled. The charts can be made to show a rest period where little or no rest was taken, and this can be uncovered only by the secret check as in the days of written log books.

More difficult is the fiddling of speed and mileage records, unless it is done very skilfully, a trained chart analyst will be able to detect successful defences to it and institute a prosecution. However, with today's advanced technology in engines and transmissions, at least on the heavier lorries, the temptations to speed are less, simply because the lorries have adequate acceleration and hill ability to keep good journey times without excessive speed.

Employers who demand quicker trips of their drivers can do so only if there is evidence on the chart that excessive stops in traffic or lay-bys are taking place. A driver struggling with heavy traffic problems can point to such circumstances on his charts and prove his point. In that respect, pressures to complete work in unrealistic times can be removed.

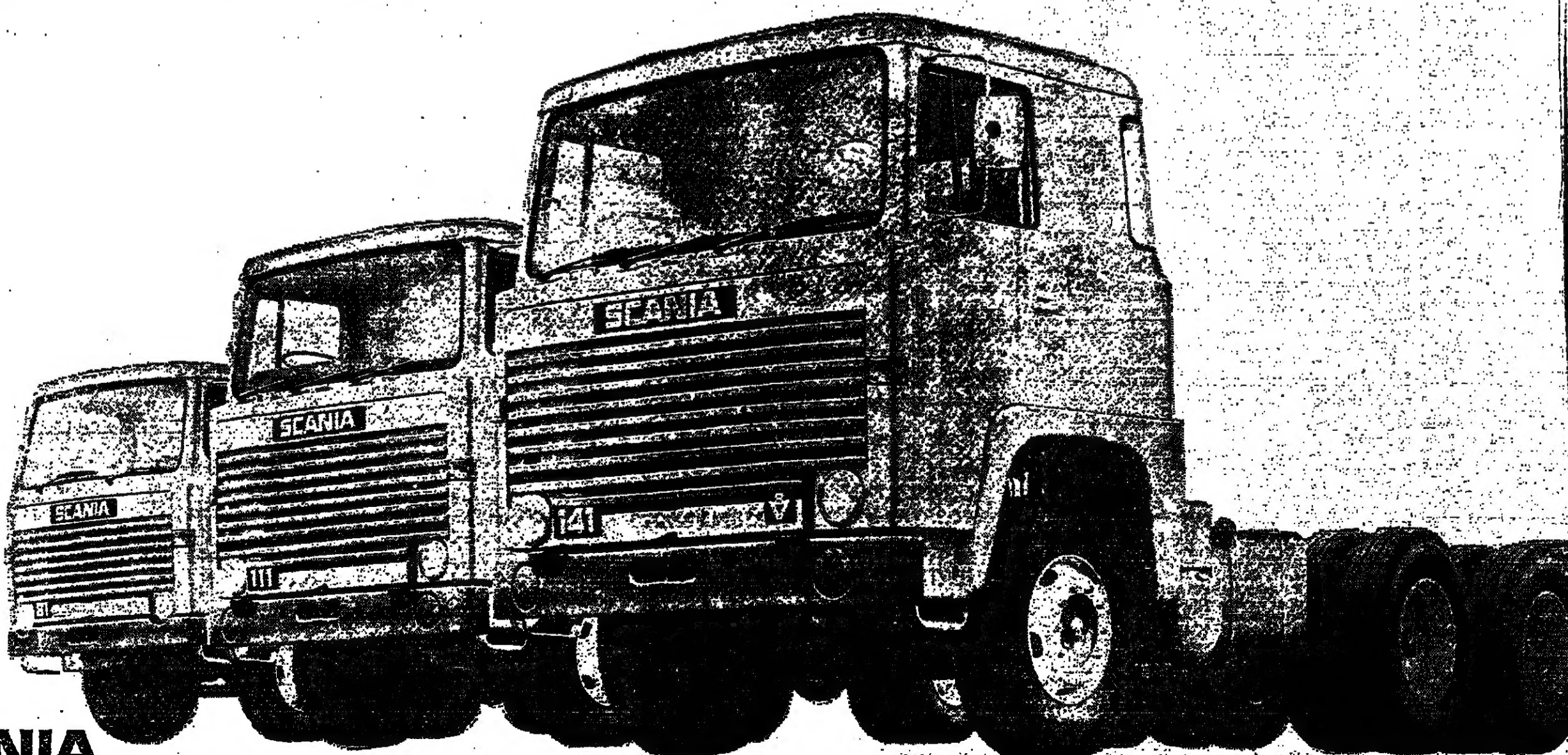
In some cases it has been found that lorries alleged to have been committing offences—especially speed offences—were not doing so on study of the tachograph

record. Big lorries are less apt to be caught in their speed, and the driver's aptitude in detecting successful defences to it and institute a prosecution. However, with today's advanced technology in engines and transmissions, at least on the heavier lorries, the temptations to speed are less, simply because the lorries have adequate acceleration and hill ability to keep good journey times without excessive speed.

Employers who demand quicker trips of their drivers can do so only if there is evidence on the chart that excessive stops in traffic or lay-bys are taking place. A driver struggling with heavy traffic problems can point to such circumstances on his charts and prove his point. In that respect, pressures to complete work in unrealistic times can be removed.

In some cases it has been found that lorries alleged to have been committing offences—especially speed offences—were not doing so on study of the tachograph

## Scania performance-better than ever.

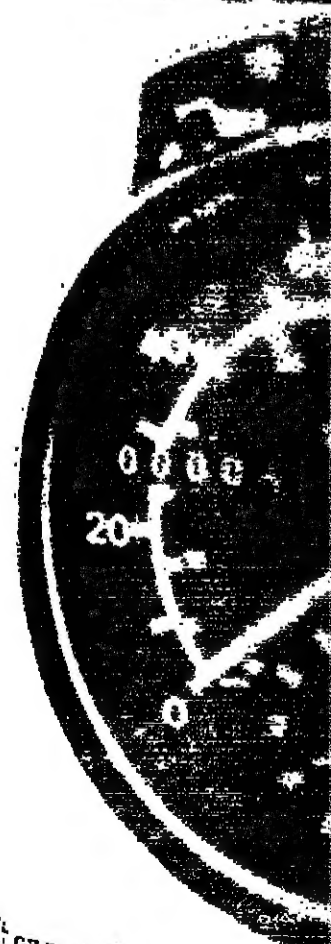


**SCANIA**

Scania (Great Britain) Limited, 11 Mount Road, Feltham, Middlesex, TW13 6JG. Tel: 01-894 0914. Telex: 262076.

مكةذا من لاصل

AKE A  
NECE



et of...  
which case...  
industry...  
there is...  
adapted...  
both in the...  
is about the...  
details of...  
industry...

**MITHS**  
CHROGRAPH







## Continued investment in roads is key to productivity

Over the past 10 years, Britain's total fleet of about 1,700,000 goods vehicles has increased only marginally, yet the amount of goods transported by road has risen by a fifth in the same period.

While the number of light vans up to 1.5 tons, a sector in which Japanese manufacturers have been particularly successful, has increased over the decade, there has been a decline in the number of heavier lorries.

In 1977, the last year for which complete figures are available, transport customers spent £10,886m on freight transport, almost 96 per cent of the overall total.

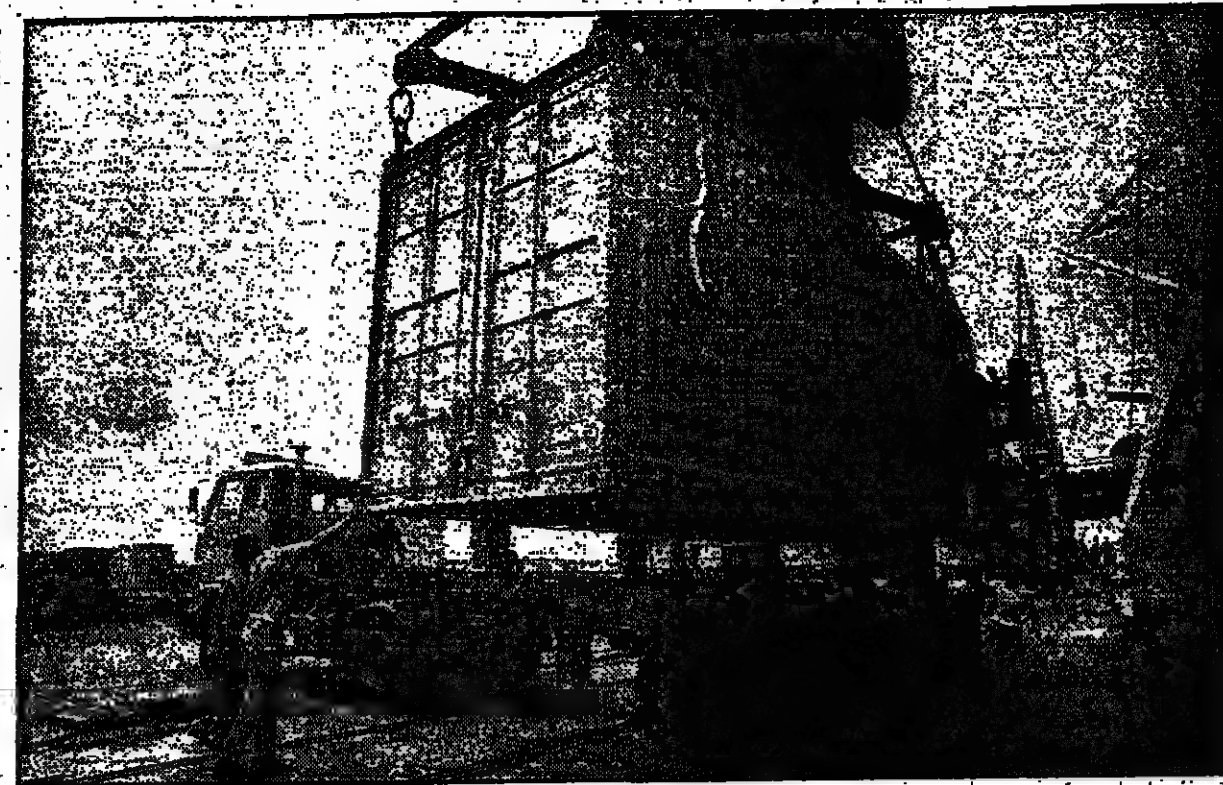
The Road Haulage Association comments: "That is an indication of the total reliance placed on haulage by British manufacturing industry."

The Society of Motor Manufacturers and Traders gives three reasons for the apparent increase in productivity among Britain's road hauliers. First, professional management combined with almost unrestricted freedom in Britain to carry freight has meant more goods carried on both outward and inward journeys. Second, quicker turn-around times have been achieved with more modern equipment and, third, more use is being made of vehicles with can carry bigger payloads.

"On the one hand the vehicles have been able to speed more time doing their prime job—transporting freight. On the other, they have been able to transport more freight per journey."

With the introduction of comprehensive transport systems, the SMMT says, they are not merely haulage contractors but distribution contractors. Road, rail, air and sea transport activities are coordinated with companies' production processes, involving not just the movement of goods but also their storage, customs documentation and scheduled delivery.

What is now called a "distribution contractor"



British road hauliers claim that heavier lorries with larger containers would increase their efficiency and productivity.

can achieve a more efficient use of his equipment by handling goods for more than one customer. Overheads can be kept to a minimum by using the same staff, warehousing, and vehicle for different lines of goods simultaneously.

The development of more advanced handling aids and vehicle designs, the SMMT says, has the overall objective of avoiding vehicles wasting time, and therefore money, by standing still.

With the help of computers, hauliers can load trucks in sequences corresponding to the growing use of radio communication between delivery point and the home base is reducing "dead" mileage.

One of the biggest aids to increased productivity is the articulated lorry whose motive unit can be unhitched from the empty trailer (just back from the delivery round) to a full one within minutes. On long journeys, trailers can be passed from one lorry to another, and non-urgent loads can be parked while

the tractor deal with express deliveries.

Greater cooperation between haulage contractors is also increasing, so that a pre-loaded trailer at one operator's depot might be picked up by the tractor of another so that it can return home loaded.

Similar productivity gains, it is claimed, can be achieved with the use of demountable bodies. The lorry's body has four legs which can be lowered so that the body stands on the ground and the chassis can be driven out from underneath. The SMMT says: "With a demountable body even small and compact vehicles, suitable for city deliveries, can enjoy the productivity gains previously confined to big articulated vehicles."

Other developments have added to the productivity increases in road haulage, many of them a reaction to soaring fuel and other costs including wages. They include hydraulic rail lifts and vehicles equipped with their own cranes.

Lorry operators have also shown that through transport to the rest of Europe with the use of one vehicle is the most economic and efficient means of goods transport. Delays at docks, even with containers, are still so acute that complete

movement by road can often beat a container's sea journey by more than a week.

Containerization and bulk handling of goods, which have become commonplace in international freight movements, need big lorries, particularly as more shipping lines are using 40ft containers able to be loaded to 30 tons. This is the prime reason why pressure is being exerted in such countries as the United Kingdom to allow trucks to carry heavier payloads.

British road hauliers claim that by being allowed to use heavier lorries their efficiency and productivity can be increased further, with the implication that rises in costs and rates can be kept to a minimum.

The RHA has told the Armistice Inquiry into the industry that 40-ton lorries will be more economic, less destructive, fewer in number and more fuel effective than lighter lorries. The SMMT says that the top 5 per cent of the country's 1,700,000 commercial vehicles moves 40 per cent of the nation's road freight and if gross weight limits were raised the transport costs of many commodities could be cut by at least 5 per cent.

In the view of many in the road haulage industry one of the keys to greater

productivity is continuing investment in Britain's road network. The RHA admits that lorries can damage the environment but it adds that rather than enforcing such things as low maximum limits on vehicles, the solution is to provide purpose-built roads away from centres of population.

"The efficiency of all sectors of the economy is dependent upon the transport sector. The adequacy of the road network is thus of prime importance to British industry."

The SMMT says that the industry is to maximize its wastage, and increase its productivity to the maximum level, for all forms of manufacturing or extractive industry rely on transport for their materials, components and product distribution.

Edward Townsend

## One trailer in seven is rented or leased

After a number of years of, in most cases, spectacular sales growth, United Kingdom trailer manufacturers this year have had to come to terms with a sharp drop in demand.

In 1979, an estimated 12,500 lorry trailers were sold on the British market. This year, the industry reckons the figure could be down to as low as 12,000 and there has been a rash of price cutting and the introduction of more advanced techniques as companies battle for the available business.

Last year was a boom year for trailer makers with sales up by more than 15 per cent on 1978, and this has made the present decline more difficult to bear.

Trailer sales tend to be more closely associated with activity in the road haulage business than with the market for trucks. A haulier will now buy a tractor unit separately from the trailer, chiefly because the latter has a longer life, and a reduction in goods movement the effect of this year's steel strike is a prime example—rebounds on the trailer men more than the truck makers.

The depth of the recession this year, however, has been a body blow to all sectors of road haulage and commercial vehicle manufacture. The repercussions on road hauliers to postpone new purchases and wherever possible to repair their vehicles, robbing one struck of parts to make another serviceable, affects trailers as well as trucks.

The one consolation is

such a climate is that the trailer makers' own spare parts operations, probably the area where the best profit is made, experience an upsurge in demand.

Unlike the truck makers, trailer manufacturers in the United Kingdom are mostly free from the pressure of imported models. Differing sets of national regulations in the member states of the European Community on aspects such as trailer length and gross vehicle weights have kept out foreign manufacturers in a way that produces envy among the lorry makers.

Conversely, British trailer manufacturers have been doing well in some European countries. United Kingdom exports of trailers and semi-trailers to the EEC last year were worth £10.5m, out of total exports of just over £2m. Ireland, an increasingly good customer, bought trailers worth £1.1m, Denmark £2.7m and the Netherlands £1m. This compares, however, with trailer exports to the EEC in 1978 of £13.7m.

According to the Government's trade statistics, exports of trailers this year are holding up reasonably well. In the first seven months a total of £2.2m worth of trailers was exported, compared with an eight-month figure for last year of 10,796 also worth £16.7m. In this year's seven-month period, 2,890 worth £6.2m went to EEC countries and Saudi Arabia, which bought 445 trailers worth £3m, was the single biggest customer.

Imports in the seven months totalled only 1,356 units, valued at £5.3m, mostly from the EEC. Last year's eight-month import figure was 1,320 units worth £6.1m.

There are about 24 trailer manufacturers in the United Kingdom, led by Crane Fruehauf, whose United Kingdom organization was acquired by the United

States-owned Fruehauf man a bit more than 10 years ago, and which others in the trailer market.

The trailer market in the United Kingdom last year was worth £10.5m, out of total exports of just over £2m. Ireland, an increasingly good customer, bought trailers worth £1.1m, Denmark £2.7m and the Netherlands £1m. This compares, however, with trailer exports to the EEC in 1978 of £13.7m.

The last business report from Inter Company Comparisons on the commercial vehicle industry which covered the results of 15 trailer companies in the United Kingdom for the year ended 31st October 1979 showed that the average profit margin had risen from 2.1 per cent to 5.7 per cent for the first two years then fell to a still respectable 2.4 per cent increase of the end of the third year.

This market's recovery from the 1975 recession in which trailer makers suffered considerably, ICC commented that efficient use of capital and tight financial control have made important contributions to the turnaround.

The report covering just under a hundred companies throughout the commercial vehicle sector showed that trailer makers led the field in the race of profit growth. From 1975 to 1977, trailer companies saw a 200 per cent increase in profits compared, for example, with 92 per cent among component manufacturers.

In the two years up to the end of 1978, the trailer makers saw a profit growth of 113.3 per cent against an average for all the companies of 33.7 per cent.

This extra slice of fat has helped to keep the trailer

# Reliability is no idle promise

Eaton is a worldwide independent manufacturer with an enviable reputation for durable truck components. With 5 manufacturing plants across Europe alone, and in 2 big engineering centres, Eaton is constantly working on ways to keep your trucks going. Your business flowing. Year after year after year after year.

To day, millions of trucks ride the road with Eaton truck components. Complete Eaton drive lines. In fact, including Eaton Ford Fuller transmissions, single, 2-speed and tandem-drive axles, and brakes.

Installed in just about every major make of truck in the world.

Long-life Eaton truck components.

So durable, by the time they wear out you'll probably need a new truck.

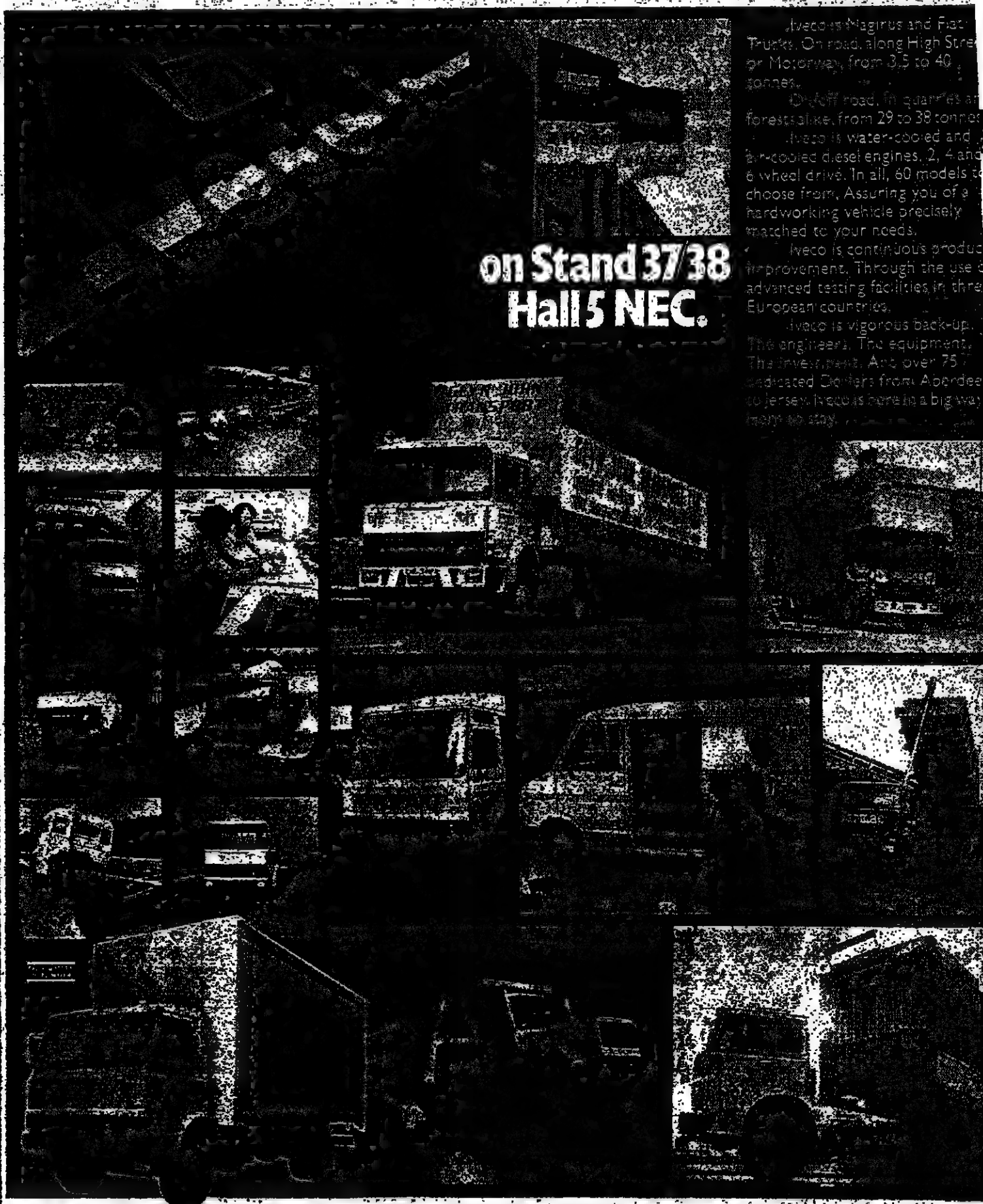
# EATON

Truck Components

Eaton Limited, United Kingdom, Tel: Basingstoke 3221  
Eaton SA, France, Tel: Charente 22.62.64 EATON International, Greece, Tel: Athens 69.40.753  
EATON G.M.B.H., West Germany, Tel: Vebert 600.403 EATON SA, Spain, Tel: Pamplona 26.07.00

Eaton. The transmissions, axles and brakes which keep your business rolling.

SEE US AT THE  
COMMERCIAL  
MOTOR SHOW  
STAND NO. 68  
HALL NO. 5



on Stand 37/38  
Hall 5 NEC.

## MAGIRUS FLAT TRUCKS

on the road to perfection

Iveco (UK) Limited, Red Pine Industrial Estate, Wincoburn, Cheshire CV7 3RB. Telephone: 0945 441111. Telex: 648922.  
and 24 Concord Road, London W3 0TH. Telephone: 01-992 5321. Telex: 321134.

# IVECO

مکتبہ منار لاهور







من لاصح

# DATSUN CHERRY. THE MOST RELIABLE ECONOMY CAR IN BRITAIN.



Right now, there are two kinds of economy car. Those that feel small. And those that don't—like the remarkable Datsun Cherry.

The Datsun Cherry is designed to take up the minimum of room on the road and give the maximum room to the driver, passengers and luggage.

Call it the non-squeeze family car.

As Autocar Magazine\* said when comparing the Cherry with hatchback competitors "It has far more shoulder room front and rear than any of its rivals".

The rear seat of the Cherry is a full 5" wider than the Fiesta, wider too than the VW Polo, Renault 5 and Fiat 127.

In addition, the luggage space amounts to over 16 cubic feet. As Autocar\* put it: "The Cherry scores high for its load space at the rear".

In terms of refinement, Autocar\* praised the Cherry, saying: "Thanks to the big cabin volume and sensible soundproofing, the Cherry is probably the quietest of the bunch".

Better still, call it the non-squeeze luxury family car. Unlike other cars in this class, the Datsun Cherry is full of big car features. None of which costs you a penny extra. The list shows you clearly how the Cherry compares.

Standard Equipment	CHERRY 1.0 GLDR	FIESTA 1.1 GL	POLO GLS	RENAULT 5 TL 3DR
PRICE	£3156.07	£3969	£3800	£3480
HAZARD WARNING LIGHTS	YES	YES	YES	YES
TWO SPEED WIPERS	YES	YES	YES	YES
ELECTRIC WIPERS	YES	YES	YES	YES
HEATED REAR WINDOW	YES	YES	YES	YES
DIPPING INTERIOR MIRROR	YES	YES	YES	YES
RADIAL TYRES	YES	YES	YES	YES
CLOTH UPHOLSTERY	YES	YES	YES	YES
RECLINING FRONT SEATS	YES	YES	YES	YES
REVERSING LIGHTS	YES	YES	YES	YES
VANITY MIRROR	YES	YES	YES	YES
HANDBRAKE WARNING LIGHT	YES	YES	YES	YES
QUARTZ CLOCK	YES	YES	YES	YES
CIGARETTE LIGHTER	YES	YES	YES	YES
GLOVE BOX	YES	YES	YES	YES
STYLED ROAD WHEELS	YES	YES	YES	YES
CENTRE CONSOLE	YES	YES	YES	YES
FITTED CARPETS FRONT & REAR	YES	YES	YES	FRONT
PROTECTIVE SIDE MOLDING	YES	YES	YES	YES
CROCK WARNING LIGHT	YES	YES	YES	YES
TRIP METER	YES	YES	YES	YES
HALOGEN HEADLIGHTS	YES	YES	YES	YES
TINTED GLASS	YES	YES	YES	YES
LOCKABLE FUEL FILLER LID	YES	YES	YES	YES
SIDE WINDOW DEMISTERS	YES	YES	YES	YES
HINGED LUGGAGE COVER TO REAR SEAT	YES	YES	YES	YES
HEAD RESTRAINTS	YES	YES	YES	YES
FITTED RADIO	YES	YES	YES	YES
INTERIOR TAILGATE RELEASE	YES	YES	YES	YES
3 SPEED FAN ON HEATER	YES	YES	YES	YES

## NO OTHER ECONOMY CAR CAN MATCH THE CHERRY FOR RELIABILITY

If you think Volkswagens are reliable, you're right. But Datsun's record on reliability is even better. A major motor industry survey – which included Volkswagens, Mercedes and Volvo – found that Datsun cars were the most reliable in Britain.

Even Esther Rantzen on TV picked out Datsun cars for their superb record in her "Reliability race".

That's one of the reasons why nearly 200,000 motorists in Britain are driving Datsun Cherrys today.

## DATSUN QUALITY AND PRECISION

The Cherry, like all Datsuns, gives you one thing above all – quality. Datsuns are built by a company which uses the most sophisticated, advanced, fully computerised techniques.

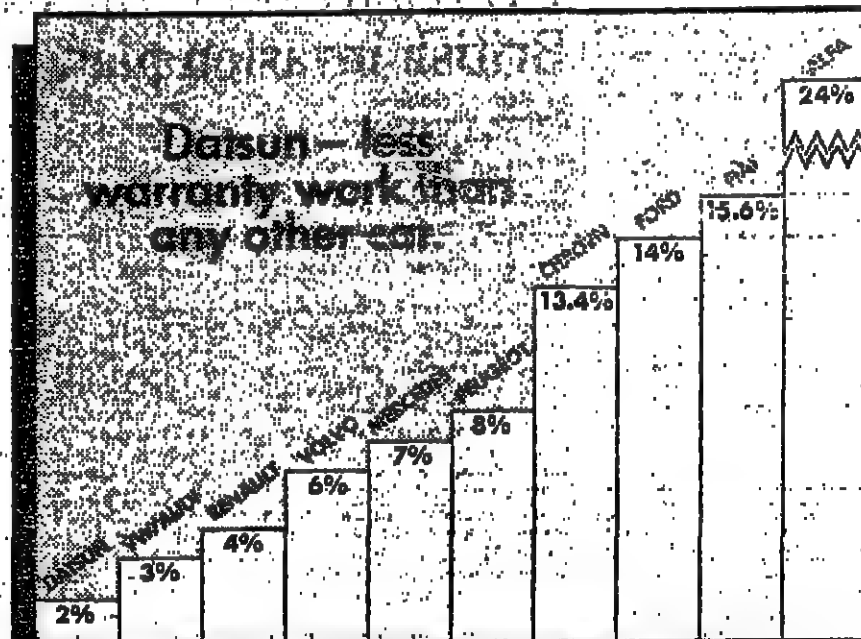
Datsun built the rocket which launched Japan's first satellite, so they know something about quality and precision in manufacture.

In their car plants, Datsun have a special team of quality control experts – no less than 1 in 6 of the workforce – whose sole function is to check each car thoroughly before it leaves the factory.

That's why Datsun cars are the most reliable in Britain.

## UNBEATABLE CHERRY ECONOMY

The Cherry range is extremely economical. Not just because it is mean with petrol with up to 47 mpg (and that's an official figure – not just a publicity stunt) – but also because its reliability saves repair bills and expensive workshop time. As the table shows, a major industry survey reported that, of all cars on the road, Datsun needed the least warranty work. And main services are at 12,000 mile intervals.



Figures taken from an independent survey conducted by Ronald Sewall Associates.

The July/August issue of Drive Magazine – which published running costs of nearly 50 models – showed the petrol cost per mile for the Cherry as just 3.16 pence. Lower than any other car in the survey!

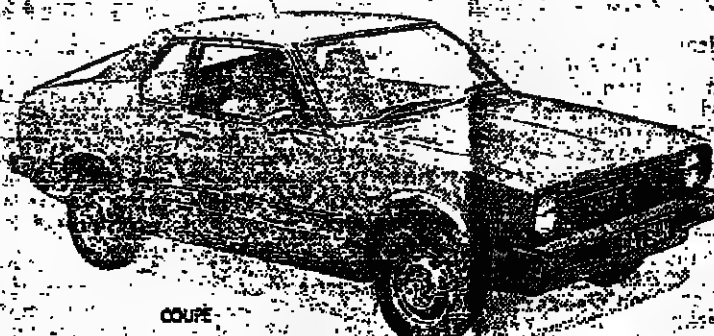
## FROM £3156.07

With so much to offer, you'd expect the Datsun Cherry to be one of the more expensive cars in its class. But not at all.

The Renault 5 TL costs £3480, the VW Polo GLS costs £3800 and the Fiesta 1.1 GL, £3969 – that's over £800 more than the Cherry!

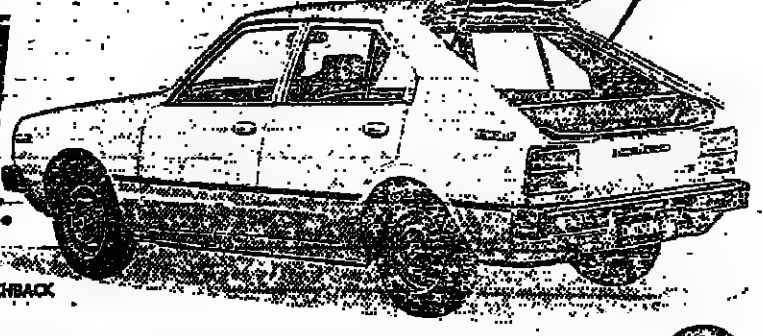
If you're looking for an economy car, you must look at the Datsun Cherry. For extra space, reliability, equipment, value and quality, it's unmatched by any other car in Britain today.

THE GENTLEMAN'S AGREEMENT OBTAINED FOR 'VOLUNTARY' IMPORT RESTRICTIONS ON DATSUN CARS MEANS THAT RIGHT NOW – WHILE THE METRO IS BEING LAUNCHED BY BL – THE NUMBER OF CHERRYS AVAILABLE FOR SALE IS VERY LIMITED. SO THE SOONER YOU CONTACT YOUR DATSUN DEALER THE BETTER YOUR CHANCE OF QUICK DELIVERY.



## DATSUN

The most reliable cars on the road today.









OVERSEAS

## Canadian Government to carry on with constitutional reform in spite of court threat

From John Best  
Ottawa, Oct. 16  
The Canadian Government's plan to proceed with constitutional reform in spite of a threat from the Supreme Court that it will be challenged in court by at least five of the 10 provinces and probably by two more.

The legal challenge is expected to be brought by the provinces of Quebec, Ontario, New Brunswick, Nova Scotia and Prince Edward Island.

The decision to take action was made by the Prime Minister, Mr. Pierre Trudeau, after a meeting of the 10 provincial premiers in Toronto yesterday.

The provinces committed to action are: British Columbia, Alberta, Manitoba, Quebec and Newfoundland.

The premiers of Prince Edward Island and Nova Scotia indicated their provinces would take part, but said they would consult their cabinets before taking a final position.

The only dissenters were Mr. William Davis, Premier of Ontario; Mr. Richard Hatfield of New Brunswick; and Mr. Allan Blakeney of Saskatchewan.

Mr. Blakeney has said he also has reservations about the Federal Government's resolution, now before Parliament, whereby the British Parliament would be asked to amend the constitution in several important respects and then relinquish all control over it and

other constitutional instruments relating to Canada. But the Saskatchewan Premier said yesterday he favours working with the federal government to bring about a new constitution.

Mr. Peter Lougheed, the Premier of Alberta, said yesterday after the meeting that the group of five believe the federal proposals are "not legally valid and/or are contrary to the constitution."

By moving unilaterally the Federal Government was taking responsibility away from the provinces, he said.

Among the changes the Federal Government is seeking is the inclusion of a charter of rights in the constitution.

This is an area that the provinces have always regarded as their own.

The attorney-generals of the five provinces, plus Prince Edward Island and Nova Scotia, will meet next week to discuss legal strategy, and the 10 premiers will meet again in about two months.

Presumably, the challenges will be mounted in the various provincial courts of appeal, with appeals to the Supreme Court probably coming after that.

Mr. Pierre Trudeau, the Prime Minister, has shown little concern about the possibility of Supreme Court challenges to his Government's plan.

Answering a question on the subject at a press conference last week, he said: "How can

they attack before the court something which is just in a discussion stage? I do not think that is possible."

Mr. Jean Chrétien, the Justice Minister and the Prime Minister's right-hand man, in the constitutional battle last night brushed aside the danger of a successful court challenge.

"That's their privilege," he said. "But what the Canadian Government is doing is legal. I can't see how a challenge can be made against that."

In another development, CTV television reported that the Liberal Government is planning to replace Mr. Jean Waddell, the Canadian High Commissioner in London, with Mr. Donald Jamieson, a former Liberal External Affairs Minister.

Mrs. Waddell was appointed last year by Mr. Joe Clark, the former Conservative Prime Minister, who is now leading the parliamentary fight against the Federal Government's plan.

The report today said the change in London would be made to help facilitate passage of the constitutional proposals through Westminster.

A spokesman for Mr. Trudeau's office said he would not be surprised if Mr. Jamieson, who is to step down next month as leader of the Liberal Party in Newfoundland, was given a federal appointment before Christmas.

However, Mr. Trudeau was in no rush to replace Mrs. Waddell and "it would be premature to think Mr. Jamieson is going to be stepping in there (London) in the immediate future."

## Eight die in attack on Malaysian police

From M. G. G. Pillai  
Kuala Lumpur, Oct. 16  
Malaysian police today shot dead eight members of a Muslim fundamentalist group, led by a Kampuchean refugee, which "in a gesture of religious freedom" had attacked the district police headquarters at Batu Pahat, about 140 miles south of here.

Police said 23 people—civilians, policemen and suspects in custody—were wounded when the group, wielding long knives, rushed into the police station at about 10 am shooting several from the roof.

Tim Sri Haniff Omar, the assistant general of police, told reporters in Batu Pahat that the group consisted of "Muslim fanatics."

Last week press reports from Batu Pahat had referred to growing concern among Muslim leaders there over the activities of a fundamentalist group composed of Kampuchean refugees, which had been preaching among other things, that it was not obligatory for Muslims to go to the mosque on Fridays.

An official investigation into the attack has started. Daruk Hussein Omar, the Prime Minister, whose parliamentary constituency is adjacent to Batu Pahat, is being informed about the incident. In recent months he has called on Malaysians to be wary of Muslim groups which were spreading "false teaching."

A few hundred of the nearly 3,000 Kampuchean refugees allowed to stay in Malaysia in 1975 settled in Batu Pahat.

## 'Civil war imminent' headline stirs up anger Zimbabwe MPs accuse Western press of being unduly alarmist

From Nicholas Ashford  
Salisbury, Oct. 16

Western journalists are not in very good odour in Zimbabwe these days. Last weekend an African columnist, writing in the *Sunday Mail* about an article in the *American Newsweek* entitled "Zimbabwe: a new reign of terror," accused foreign journalists of being intent on causing trouble.

The Western press has come under attack in Parliament for publishing what were considered to be unduly alarmist reports about the situation in Zimbabwe. And Mr. Robert Mugabe, the Prime Minister, has expressed dismay at what he considered to be an irresponsible attitude adopted by certain Western newspapers.

It is hard not to sympathize with Zimbabweans' annoyance and to understand why they, like other Third World nations, support Unesco's moves for a new information order. A banner headline in a London newspaper a month ago proclaiming "Civil war imminent in Zimbabwe" was an example of the sort of Fleet Street sensationalism which has convinced some Zimbabweans that Western journalists are trouble-makers.

So far, the Zimbabwean authorities have taken no steps to curb the activities of foreign journalists. In fact some restrictions and formalities which used to exist before independence have been removed. No journalist has been expelled or

prevented from coming into the country.

Both Mr. Mugabe and Mr. Nathan Shamuyarira, the Minister of Information (who is a former journalist) have repeated their desire to see a "free and responsible" press in Zimbabwe—something which is rare in Africa where most papers are controlled by governments or ruling parties.

They have emphasized, however, that the local press should identify with the new nation and that it should "look to the North (to black Africa) rather than to the South."

During the six months since independence, the main local newspapers—the *Herald*, the *Citizen* and the *Sunday Mail*—have been able to operate more freely than they did under Mr. Ian Smith's and Bishop Abel Muzorewa's administrations. Notice restrictions have been removed, censorship has been stopped and there is no longer any ban on naming or quoting certain people.

However, the state of emergency, first introduced in 1965, is still in operation so that editors have to show some restraint when dealing with certain sensitive political or security issues. You must realize that we have only just emerged from a war and we have undergone a complete political change, so we are still in an unusual state of affairs here," one journalist commented.

This point is acknowledged by Mr. Robin Drew, who took over as Editor of the *Herald* two weeks after independence.

"What we are trying to do is reflect the new Zimbabwe in our news columns. We are conscious of the constraints under which we must operate because of the situation in which Zimbabwe finds itself. We are, however, satisfied that Government policy is to encourage a free and responsible press and I believe that is what we are achieving."

This does not mean that papers like the *Herald* are slavishly toeing the Government line. They have expressed criticism—and have on more than one occasion been the targets for angry salvoes from Government ministers.

The *Herald's* news coverage has changed dramatically in recent months with much more attention given to black politics and black township news. So has its editorial policy. The newspaper has recently been outspokenly critical of South Africa (even though its single largest shareholder is the South African Argus newspaper group).

Its readers seem to approve of its new approach as in the past year the circulation has shot up by almost 20 per cent to 95,000. Not all papers have been so fortunate. The *National Observer*, a weekly which belonged to the same company, and was aimed at a black readership, has recently closed.

## Guerrillas in Salisbury beerhall gun battle

From Our Own Correspondent  
Salisbury, Oct. 16

At least one person was reported killed during shooting last night in Salisbury's Chitungwiza township, where several thousand Zenda and Zipra guerrillas have been moved into temporary accommodation. It was the first serious incident there since the guerrillas started arriving two weeks ago.

The incident began in a beerhall. Residents said they heard automatic fire as well as explosions and that men from the Zenda camp near by had joined the fray.

The Government is moving up to 19,000 guerrillas from the remote rural assembly points, where they have been living for the past nine months, to Chitungwiza and to Epworth, near Bulawayo.

The move was criticised because it was feared that it would lead to an increase in violence and inter-party feuding in urban areas. Until last night's shooting, however, there had been no increase in violence in Chitungwiza.

The Zenda and Zipra men are being kept in separate camps about two miles apart. They wear uniform and are allowed to retain their weapons in the camps, but not if they go out.

Foreign Report  
is on page 15

## In brief

### Nobel prize man granted pension

Buenos Aires, Oct. 16.—Séfor Adolfo Pérez Esquivel, the Nobel Peace Prize winner, who was jailed three years ago by the Argentine Government for alleged involvement with terrorists, will get a state life pension worth about £2,300.

The Noticias Argentinas news agency said today that Señor Pérez would get the pension under a law passed in July, 1977, which granted a pension equal to the monthly salary of a supreme court judge to any Argentine awarded the Nobel Prize.

### British liner strike strands 650 tourists

Georgetown, Guyana, Oct. 16.—A British liner, the *Quartz* of the Cunard Line, is stranded in the Caribbean island of Barbados with about 650 tourists on board after a protest by the crew.

The 120 crew, mostly British, are opposing a registration change to a flag of convenience which would mean, they say, a drop in their wages.

### Party chief replaced

Moscow, Oct. 16.—Mr. Tikhon Kiselev, a Soviet deputy Prime Minister, aged 63, has been elected to replace Mr. Pyotr Masherev as Chief of the Communist Party in Byelorussia. Mr. Masherev died in a car accident on October 4.

### \$80m drugs deal arrests

Three Britons have been charged in Panama in connection with an \$80m cannabis smuggling racket, the British Embassy in Panama confirmed yesterday. They are Captain Colin Gregory, Mr. Colin Campbell, an engineer from Shropshire, and Mr. Timothy Hodgson.

### Hongkong rabies scare

Hongkong, Oct. 16.—Non-inoculated dogs found in an area on the border with China are to be destroyed after the discovery of a second rabid dog in the district.

### Schild case arrest

Nuoro, Oct. 16.—A Sardinian shepherd was arrested near here for allegedly taking part in the kidnapping last year of the child Schindler.

### Pope's German visit

Rome, Oct. 16.—The Vatican officially announced today that the Pope will visit West Germany on November 15 for five days, visiting Cologne and Bonn.

### Peking talks

Peking, Oct. 16.—President Richard Nixon met Chairman Hua Guofeng here today on the second day of his official visit.

### Mr Muldoon narrowly survives party challenge

From Our Correspondent  
Wellington, Oct. 16  
Mr. Robert Muldoon, the New Zealand Prime Minister, narrowly survived a challenge to his leadership today.

Although no vote was taken, Mr. Muldoon, who has been increasingly criticised for his political style and economic management, admitted that the leadership issue remains unresolved.

The expectation in political circles tonight was that rebel MPs would soon test Mr. Muldoon's leadership via a vote of confidence.

The Prime Minister returned to Wellington this week after more than six weeks abroad visiting Iran, China, the United States and Mexico.

Never a popular politician, Mr. Muldoon discovered on his return that his authority within the ruling party had begun to crumble after the Government's decisive defeat in a by-election in August. The seat had been considered a safe seat.

## Ex-Premier in Sri Lanka loses rights

From Our Correspondent  
Colombo, Oct. 16

The Sri Lanka Parliament today stripped Mrs. Sirimavo Bandaranaike, the former Prime Minister, of her civic rights and expelled her from Parliament. Voting was 139 to 18.

Mrs. Bandaranaike, who is accused of abusing her power while Prime Minister, left the House just before midnight, declaring: "I will be back." In a defiant speech she had told Parliament earlier today that she would lead her Freedom Party to victory in 1983.

Also stripped of his civic rights and expelled from Parliament was her nephew, Mr. Felix Dias Bandaranaike, who was Minister of Finance in her government.

All approaches to Parliament were sealed off today and intensive security precautions were enforced in Colombo. The city was quiet, but there were incidents of sabotage in the provinces.

In her speech Mrs. Bandaranaike said that the Sri Lanka Government had launched a conspiracy to eliminate her and kill her politically and foreign investors were also involved.

The Opposition leader, Mr. Amirthalingam, said the action against her would tarnish the image of Sri Lanka abroad. It was unfair to bring in retrospective legislation against a person who had been Prime Minister for 12 years and for actions which had not been offences at the time they were made.

## Soviet warship photographed at Vietnam base

From Our Own Correspondent  
Tokyo, Oct. 16

A Japanese television station has obtained photographic evidence that Soviet naval vessels are using the Vietnamese port of Cam Ranh Bay as a base.

The station TBS, announced tonight that a Japanese television crew had photographed the 43,000-ton Soviet aircraft carrier *Minsk* at anchor in Cam Ranh Bay last month.

Western intelligence reports have indicated that the Vietnamese have provided the Soviet Union with facilities at Cam Ranh Bay in the past, but Hanoi has denied allegations that the Russians have established a naval base on Vietnam's eastern coast.

The TBS channel in Tokyo tonight showed pictures of an aircraft carrier at anchor in Cam Ranh Bay. The ship was photographed from a car as the television crew drove past the bay.



## Are good coppers born, or made?

You may sometimes wonder if you've got what it takes to be a good copper. Or wonder if you can get what it takes if you haven't.

We'll tell you.

Some people are practically born coppers. Not wearing size 12 boots and saying, 'Ello, ello, ello!—but born with the qualities every copper needs, like intelligence, commonsense and a real interest in people.

Some of us lose our interest in people as we grow older, but we hope this won't happen to you.

Because if you're not interested in people it's doubtful whether the Police will be interested in you.

We need people who genuinely want to help other people. It's what the job is all about.

Of course, if you're not born with all the qualities a police officer should ideally possess, then you may develop them as you grow older.

We hope you will acquire a balanced outlook on life. That's absolutely essential for every police officer.

No matter what your own personal views on those issues which other people tend to get heated about (like union picket lines, youth, political parties of the extreme Left or Right), you will have to learn to keep cool and always be impartial.

There is no place in the police service for extremists.

But there are other qualities we look

for in potential recruits.

Police officers must be able to stand on their own two feet. They must be capable of making decisions right through the day, and of taking the responsibility for those decisions.

Which may worry you just a little as you sit reading this advertisement. Could you cope?

Yes, if you're the right kind of person (and we'll only select you if you are). Yes, because we will train you to cope. Yes, because you will have the reassurance of knowing there are always experienced officers ready to help you if anything out of the ordinary should happen.

And anything could happen: ordinary or extraordinary. In the Police no two days are ever the same.

We hope you're the kind of person who will find that a challenge.

You'll certainly find it more exciting than a routine office or factory job, and probably a good deal more rewarding.

By the time you're old enough to join us, you will of course have very much the personality you will always have.

Will we be able to make anything of it?

Yes. Training can certainly bring out many invaluable qualities, some of which you may not even be aware you possess.

We'll give you the confidence and the knowledge to cope with emergencies.

We'll show you how to be more observant and how to improve your

memory. We'll also teach you some basic law and psychology. All extremely important factors in police work.

What we're looking for, in fact, is raw material and lots of enthusiasm.

In return we offer you a career that promises a great deal of satisfaction and variety, promotion based on merit and very good pay.

If you're under 22 when you join us, you'll be on £4,956; if over 22, £5,919. Unless, that is, you're in London, in which case the figures are £6,351 and £7,314.

On top of that you get free housing or a generous rent allowance.

Finally, we would just say that after all the teaching, theorising and talk about whether a copper is born or made, it eventually comes down to the qualities you possess. And if you think you've got those qualities, just cut out the coupon.

Then we can tell you more.

To: Police Careers (England & Wales),  
6 Harrow Road, London W2 1XH.  
You need to be a British subject, fit and at least 18½ on joining. Normal minimum height for men 172 cm (5' 7"), for women 162 cm (5' 4").  
Please send me your booklet on career prospects in the Police ☐  
I am under 18, so please tell me about the Police Cadet Scheme ☐  
I am in full time education ☐  
Name (Mr/Ms/Miss) \_\_\_\_\_  
Address \_\_\_\_\_  
Age \_\_\_\_\_  
**A POLICE CAREER**



PARLIAMENT, October 16, 1980

## Pressure of business leads to delay in start of next session

House of Lords

The State opening of Parliament will take place on November 13 instead of November 12 because of the need to give full consideration to Bills currently before the House of Lords, Lord Soames, Lord President of the Council, said in a statement.

He said: "The Government has given careful consideration to the legislative programme in this House and in the commons for the remainder of the current session of Parliament.

"We have taken note of the need for full consideration of the Bills currently before this House. I am sure that the House will wish to know in light of this consideration we have recommended to the Queen that the new session of Parliament should not now be opened on Thursday November 13 but on Thursday November 20, and her Majesty has graciously agreed to this request.

"Lord Peart, leader of the Opposition peers, said the whole House will be grateful to Lord Soames for his statement. As he knows the weeks have been great strain on all sides of the House.

"We know how serious it is to postpone the opening of Parliament and we understand what a difficult decision it must have been.

At this moment speaking for the Opposition we do not want to be ungenerous in any way. All sides of the House should be able to discuss important Bills and it is essential we carry out our revision functions properly.

"I shall now be able to give Lord Soames (L)—We are glad that the Government has recognized the extent of the pressure on this House which has been considerable and they have taken this important step to relieve it.

## No date fixed for sale of airline shares

There was no need to have the Civil Aviation Bill on the statute book this session after the Government's announcement that British Airways shares would not be marketed in 1981, Lord Pease, said at the beginning of the session.

He said the Government had made it clear at the start of the session that it was remaining flexible as to when it would market the shares. One of the major issues was that the Government had never hidden its dislike of this part of the Bill. The Government had pursued their deregulation policy in the face of all logical reason against it.

The idea of denationalising British Airways had been pulled out of the hat before the 1979 Conservative Conference no doubt to impress that conference of the Government's resolve.

The truth (he said) is that this Bill does nothing to help British Airways. Indeed, the effect of this Bill is to impose additional constraints on British Airways.

The right policy for the Government was not to proceed with the first half of the Bill, Lord Trevellick, a Lord in Waiting, said throughout all stages of the Bill he and his colleagues had made it clear the Government would preserve the fullest flexibility on the timing of the share flotation. The Government was free to choose the best possible time bearing in mind the interests of all concerned.

Flotation would not be during 1981. Whether it will be in 1982 or 1983, or what the precise date would be, was still completely open.

The decision (he said) will be taken in the light of trends in the aviation industry and in the stock market.

The present situation of the aviation industry and the effect of British Airways flotation illustrated that it was a highly competitive industry.

It was natural for the Opposition to grasp any handy stick for beating the Government's policy on the share flotation. The Government was not to be taken in by this. The Government was not to be taken in by this. The Government was not to be taken in by this.

The commercial disabilities were precisely the reason the Government decided to proceed with the legislation. It followed the commercial disabilities on British Airways—such as the amount of tonnage it could transport by any aircraft—were not decisions which in the future the Government wished to be concerned with.

The clause was carried by 91 votes to 74—Government majority, 17.

Lord Pease, of Shropshire, moved an amendment to write into the Bill that the Secretary of State should retain at least 51 per cent of the issued shares at all times.

Lord Trevellick said the Government did not intend to control the ownership of British Airways in its commercial administration. The Government intended to offer a substantial minority of shares for sale in the future. Thus it would retain a majority at that time.

The amendment was rejected by 74 votes to 67—Government majority, seven.

The decision (he said) will be taken in the light of trends in the aviation industry and in the stock market.

Lord Pease, of Shropshire, moved an amendment to write into the Bill that the Secretary of State should retain at least 51 per cent of the issued shares at all times.

Lord Trevellick said the Government did not intend to control the ownership of British Airways in its commercial administration. The Government intended to offer a substantial minority of shares for sale in the future. Thus it would retain a majority at that time.

The amendment was rejected by 74 votes to 67—Government majority, seven.

The decision (he said) will be taken in the light of trends in the aviation industry and in the stock market.

Lord Pease, of Shropshire, moved an amendment to write into the Bill that the Secretary of State should retain at least 51 per cent of the issued shares at all times.

Lord Trevellick said the Government did not intend to control the ownership of British Airways in its commercial administration. The Government intended to offer a substantial minority of shares for sale in the future. Thus it would retain a majority at that time.

The amendment was rejected by 74 votes to 67—Government majority, seven.

The decision (he said) will be taken in the light of trends in the aviation industry and in the stock market.

Lord Pease, of Shropshire, moved an amendment to write into the Bill that the Secretary of State should retain at least 51 per cent of the issued shares at all times.

Lord Trevellick said the Government did not intend to control the ownership of British Airways in its commercial administration. The Government intended to offer a substantial minority of shares for sale in the future. Thus it would retain a majority at that time.

The amendment was rejected by 74 votes to 67—Government majority, seven.

## Community moves to lower air fares

European Parliament Strasbourg

A suggestion that the time had come for the European Commission to take a more advanced position on the liberalization of air transport within the Community was made by Mr Richard Burke, of the commission.

Speaking on two reports, from the transport committee and the economic and monetary affairs committee, Mr Burke said that the Commission believed that it had judged the public mood correctly and should proceed on the lines it had mapped out in its memorandum.

This suggested that as an initial step the member states should ask airlines to introduce travel arrangements permitting reduction of tariffs on the most important routes.

The arrangements envisaged that for introduction of a new class fare, special fares for a limited number of seats on condition that the fare was paid in advance and was not refundable. The passenger postponed his flight, a basic no-frills, point-to-point ticket, the offer of specified percentage of weekly capacity on certain routes at 50 per cent or 60 per cent of economy class fare, a European round trip ticket, and a general implementation of standby tariffs.

The arrangement envisaged that if airlines showed reticence to introduce those reduced tariffs, governments should allow competitors who were prepared to offer them to operate on the same routes. The Commission also suggested that an airline of an EEC country might be allowed to fly to a non-EEC country with the permission of its national licensing authority to a service to and from another Community country and that the second country should not be able to refuse permission after a certain period for consultation.

He disclosed that the Commission was considering steps to develop cross-border service to link regional centres in the Community.

Mr Roger-Gérard Schwartenberg (France, Soc) opened the debate by moving a report on action from the economic and monetary affairs committee calling for liberalization of air fares. The motion approved the commission's proposals.

He said that air travel should be made more accessible to the people of Western Europe. There should be closer links between members states.

He presented many special tariffs made it impossible to see the true situation and it would require the aid of a Sherlock Holmes to get to the bottom of it.

Mr Brian Key (South Yorkshire, Soc), speaking for the Socialist group, said that they did not want open skies policy. They were asking for gradual development, any initiative should be part of a collective policy for all transport.

Increasing competition must not be allowed to erode the quality of services. There had to be maximum protection for users' care for the environment, for safety, and for the future of air transport.

Mr C. Moorhouse (London, South, ED) said that his group was not looking to overturn the air market but to make it more responsive to the needs of the travelling public. Airlines were not free to provide employment nor to fly the national flag, but to serve the public.

Competition was virtually nonexistent on the trunk routes of Europe. It found it hard to believe that the existing system which pooled revenue from a route in an agreed proportion, regardless of which airline enjoyed the greatest support, was creating a growing market.

Mr James Jamet (Lyon, Soc) said that his group believed that one step had been taken on the road to an integrated air transport system. Mr Richard Burke (ED) deplored the decision of British Airways not to buy the European Airbus which he said had been a slap in the face for the industry. He said that the Government should retain a majority at that time.

The amendment was rejected by 74 votes to 67—Government majority, seven.

The decision (he said) will be taken in the light of trends in the aviation industry and in the stock market.

Lord Pease, of Shropshire, moved an amendment to write into the Bill that the Secretary of State should retain at least 51 per cent of the issued shares at all times.

Lord Trevellick said the Government did not intend to control the ownership of British Airways in its commercial administration. The Government intended to offer a substantial minority of shares for sale in the future. Thus it would retain a majority at that time.

The amendment was rejected by 74 votes to 67—Government majority, seven.

The decision (he said) will be taken in the light of trends in the aviation industry and in the stock market.

Lord Pease, of Shropshire, moved an amendment to write into the Bill that the Secretary of State should retain at least 51 per cent of the issued shares at all times.

Lord Trevellick said the Government did not intend to control the ownership of British Airways in its commercial administration. The Government intended to offer a substantial minority of shares for sale in the future. Thus it would retain a majority at that time.

The amendment was rejected by 74 votes to 67—Government majority, seven.

The decision (he said) will be taken in the light of trends in the aviation industry and in the stock market.

Lord Pease, of Shropshire, moved an amendment to write into the Bill that the Secretary of State should retain at least 51 per cent of the issued shares at all times.

Lord Trevellick said the Government did not intend to control the ownership of British Airways in its commercial administration. The Government intended to offer a substantial minority of shares for sale in the future. Thus it would retain a majority at that time.

The amendment was rejected by 74 votes to 67—Government majority, seven.

The decision (he said) will be taken in the light of trends in the aviation industry and in the stock market.

Lord Pease, of Shropshire, moved an amendment to write into the Bill that the Secretary of State should retain at least 51 per cent of the issued shares at all times.

Lord Trevellick said the Government did not intend to control the ownership of British Airways in its commercial administration. The Government intended to offer a substantial minority of shares for sale in the future. Thus it would retain a majority at that time.

The amendment was rejected by 74 votes to 67—Government majority, seven.

Law Report October 16 1980

Court of Appeal

## 'Normal retiring age' and claims for unfair dismissal

Howard v Department for National Savings

Before Lord Denning, Master of the Rolls, Lord Justice Ackner and Lord Justice Griffiths [Judgments delivered October 15]

The normal retiring age of a man is fixed by the conditions of his employment, expressed or implied, as the age at which he can be compulsorily retired, notwithstanding that there may be a discretion to retain him in employment beyond that age. Accordingly a man who has reached the age at which he can be compulsorily retired is not entitled by statute to bring a claim for unfair dismissal against his employer.

The Court of Appeal dismissed an appeal by an employee, Mr Ronald James Clark Howard, from the Employment Appeal Tribunal which in March 1979, upheld the determination of an industrial tribunal that he was precluded from bringing a claim for unfair dismissal against the Department for National Savings.

Paragraph 10 of Schedule 1 to the Trade Union and Labour Relations Act, 1974 (now section 64(1)) of the Employment Act, 1978 provides: "A paragraph 4 above [right of employees not to be unfairly dismissed] does not apply to the dismissal of an employee from any employment if the conditions of his employment provided for his dismissal to be effected by a compulsory retirement age which, in the undertaking in which he was employed, was the normal retiring age for an employee holding the position which he held, or if a man, attained the age of 65, or, if a woman, attained the age of 60."

Mr Alexander Irvine, QC, and Mr Elizabeth Slade, for Mr Howard, Mr Simon Brown and Mr David Blunt, for the department.

The MASTER OF THE ROLLS said that a person retired at the age of 65 was regarded under the statute as being dismissed. A man who was compulsorily retired at the normal retiring age could not bring a claim for unfair dismissal. If there was a compulsory retiring age he could claim to be dismissed. Mr Howard, who had been employed by the National Savings Corporation for many years, had been compulsorily retired at 63, 34 years short of 65. He claimed that he was compulsorily retired in breach of the contract of employment and that his dismissal was unfair. The department said that he could not claim because his normal retiring age was 65. The industrial tribunal and the Employment Appeal Tribunal had both held on authority that his normal retiring age was 60 and he could not claim.

Mr Howard joined the Civil Service in January 1959, and was appointed to the rank of Senior Civil Servant. In 1977 the department in which he was then engaged was closed down and he was transferred to the department in which he was now engaged. He was not to be transferred, they were given notice to expire on the day of his retirement. Any question was what was Mr Howard's normal retiring age. The relevant statutory provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978. The relevant provisions were contained in many years in Schedule 1 to the Trade Union and Labour Relations Act, 1974. The relevant provisions had been amended in 1978.

The word "should" had been canvassed, but it seemed that it meant what was normal or allowable, not "must".

So far as Mr Howard's department was concerned, there had been special consideration in 1970. In an appendix to the conditions of service it was contemplated that several members would be retired at 60, but there would be an exception, very much relied on by Mr Howard, for any officer with less than 20 years' reckonable service to be retired at 60. Accordingly, Mr Howard was retired at 60, but there would be an exception, very much relied on by Mr Howard, for any officer with less than 20 years' reckonable service to be retired at 60.

By 1977 that had been necessary, and an amendment was made: "In the new situation created by the decision in the staff of the National Savings Committee by March 31, 1978, officers who had been retired at 60, but there would be an exception, very much relied on by Mr Howard, for any officer with less than 20 years' reckonable service to be retired at 60.

The decision was reached by the Court of Appeal and the House of Lords. The House of Lords, by a majority of 3 to 2, held that Mr Howard was entitled to bring a claim for unfair dismissal. The majority was composed of Lord Denning, Lord Justice Ackner, and Lord Justice Griffiths. The minority was composed of Lord Simon and Lord Goff.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

SPORT

Football

## English faith in their world hopes must begin like charity at home

By Norman Fox Football Correspondent

This is a difficult time in England's international progress towards the 1982 World Cup final, which should be reached in spite of a setback in Romania on Wednesday. After three years in which England's selectors have lost only five games, Ron Greenwood, the manager, has struck problems that have been encountered by most of his predecessors.

The difficulties concern the absence of leading players and limited resources. Signs that earlier optimism had to be checked were seen in the summer when European championship campaign, after which it was necessary to disregard myopic suggestions that the lack of the squad, and in last month's defeat of 4-0 against Bulgaria, this week's 2-1 defeat in Bucharest, while not a disaster in a qualifying competition, even so, was a blow to the group will go forward, was not encouraging and the 4-0 defeat of the under-21 team tore into the notion that all would be well when the youngsters came through.

There is no reason to argue with Mr Greenwood's conclusion that England did enough in the second half to draw, but in other respects one trusts that his apparent satisfaction was merely a public relation ploy. The fact is that the defeat of certain players who had served him more adequately earlier in his tenure, England's situation is a precarious one as he is likely to admit.

Even the argument that this latest weakened team would be improved when more talented players returned was not firmly based, nor incidentally was it one with which Mr Greenwood has been content. His own thesis is based on the idealistic conception that all players in a squad are equal.

The match in Romania showed that a number of players were not equal to the quality of those they were to replace. Mr Greenwood cannot depend on the quick reappearance or prolonged use of three important players. It now appears that Keegan's altruistic efforts over several years have been a lasting legacy, but even more vulnerable to injury.

Francis, whose international potential has hardly had a chance to blossom, will not be available for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

It seemed that the normal retirement age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.

The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65. The majority held that the normal retiring age for Mr Howard was 60, not 65.



Keegan of Southampton has much longer of England

Mr Greenwood is doing his best to retain control, and the week's game showed that he would be right to consider the essential parts of the team. The squad he has put together is not a team that can be relied upon to win, but it is a team that can be relied upon to play well. The squad he has put together is not a team that can be relied upon to win, but it is a team that can be relied upon to play well.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Mr Greenwood's selection of the squad for the next World Cup match against Switzerland next month, and in fact, probably will be missed so much of this season through injury that he, too, may not be ready for that game.

Bird to pu

Bird to pu

Bird to pu







## Tennis

...the ...



THE ARTS

# Intimate realist observation of relationships

Special Treatment (AA)  
Gate

Nela—The Story of a Painter (U)  
Academy 3

The Hunter (AA)  
Plaza

The Blue Lagoon (AA)  
Odeon, Leicester Sq

Among a bright new generation of Yugoslav film makers, Goran Paskaljevic has rather quickly established himself as a major international talent. His first feature film, *The Beach Guard in Winter*, made some impact at the 1977 Berlin Film Festival. I have not seen his second film, *The Day Who Loved Trains* (1978), but *Days of Life Go By* was one of the most cheering discoveries at last year's Venice and Vienna festivals. It described with affection and keen perception life in an

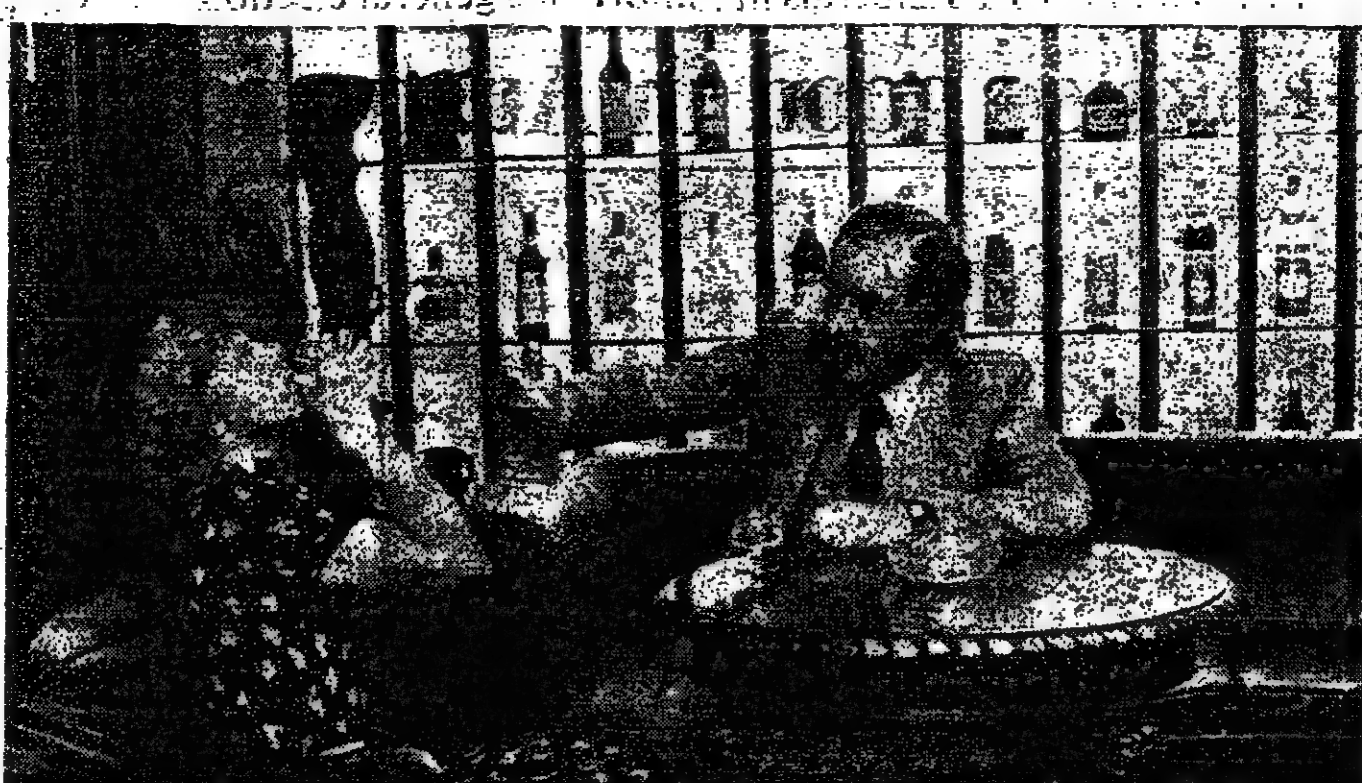
old people's home, and the efforts of one exceptional inmate to irrigate the dead and enervated lives of the rest.

Paskaljevic's most recent film, *Special Treatment*, further reveals his preoccupation with the relationships of people and institutions, relationships in which he finds metaphors for the broader conflicts of individuals and society. The characters are not people from a psychiatric clinic, whose head specialists in the treatment of alcoholism. The patients are mostly head themselves to the apparently benevolent authority of this doctor as he puts them through a variety of treatments, the acting out of personal psychodramas, demeaning physical exercises, retraining games as they are taken to taverns and breweries, a dispiriting diet of rosy-red apples.

In the course of an excursion, relationships alter. The upright doctor reveals his hypocrisy; the seducer, who is a shy drinker and unsolicited seducer, is exposed as a petty dictator and despot. Meanwhile, his patients—ranging from a young girl to an old man—get caught up in illicit booze and the seductive appeal of the grand finale—a performance of the group psychodrama at a brewery—the doctor's empire collapses in tragic farce.

*Special Treatment*, now 33, is a deft and subtle film-maker who clearly knows his film school. (His first two years were spent in the heady great days of the Czech cinema before 1968, but the two years after that must have been in their way instructive too.)

*Special Treatment* works on several levels. The characters and their shifting relationships are studied with the same sort of intimate realist observation of the best Czech films of the great era; the doctor's seduction of Milena Dravic (the attractive veteran of such notable Yugoslav films as *W.R.—Mystery of the Orgasms* and *My Family's Role in the World's Revolution*) passes



Special Treatment: Ljuba Tadic and Milena Dravic

quickly, comically and precisely through the gamut of lust, repulsion and disillusion.

"I love alcoholics," Paskaljevic said, this week. The disease is observed with understanding, without blame and with insight of the deeper social and psychological frustrations of which it may be a symptom. Beyond that, though, and the immediate anecdote, there are profound reflections (particularly relevant to our time and the director's place) about the nature of authoritarianism, paternalism and the sort of despotism that can lurk behind professions of enlightened liberalism.

*Special Treatment*, which was shown at the Cannes Festival this year (where it won a prize for Milena Dravic as best supporting actress), is a United States-Yugoslav co-production. It is a slighter curious enough to record that the American producer, the Yugoslav-born Dan Tass, is not only actor, producer and proprietor of a popular Hollywood restaurant, but also chairman of Bradford Football Club and a council member of the Football Association.

*Nela—The Story of a Painter* is a film unlike any other. It is a memorial by a father—the Austrian filmmaker Hans Conrad Fickert, known for his film biographies of great musicians—to his gifted daughter Cornelia. ("Nela" who died in her twenty-third year in the summer of 1977.)

Nela had already shown gifts as a musician and painter when, at 19, she became ill with a virulent form of leukaemia. For three years she battled against

the cancer and the progress of the disease, and all the cruel false hopes inspired by its characteristic periods of remission. During this time her talents as a painter developed to a remarkable extent as she seemed obsessively impelled to record (in a total of more than 200 pictures) her particular visionary impressions of the world around her, whether in her home in Salzburg or on trips with her family to Greece and the United States. The film is a portrait composed of best paintings, the music she preferred (ranging from Bach and Mozart to Theodorakis and Mahalia Jackson), still photographs and a few revealing fragments of home movies.

The portrait records above all, however, vitality and good humour, faith in a sanguine curiosity and delight in the objects and the ideas we recorded in her spare, refined, gaily coloured pictures, combining precocious wisdom with a child's eye for magic and fantasy. The dominant quality, though, is an all-embracing affection. When she was too ill to paint or speak, and could only scribble messages with a felt pen, her last words were "I love you all so much". The greatest tribute to the artist is that it is not a sad picture, but a wholly encouraging tribute to her spirit.

With his career now, apparently, limited, it would be sad if *Grease* were to find no better vehicles than *The Hunter*, directed by Buzz Kulik. The story is based on the real life experiences of a contemporary body-hunter, Ralph "Papa" Thornd, who lives on

the rewards earned by bringing in body-jumpers and other mislaid miscreants.

If the episodic inconsequence of the narrative can be partly explained by these factual origins, they can still hardly justify the inescapable coming and going and generally odd behaviour of most of the supporting characters—who include a black protégé who suddenly turns up as part of Thornd's menage, a policeman who goes out warning of a possible bad and complicit suicide with a whole gang of unaccountable people who sit around playing cards in Thornd's house. The cutting of almost twenty minutes since the original American release cannot greatly have enhanced the film's continuity.

McQueen's world-weary and careworn charm just about survives the ineptitude and rises to the occasional moments of action excitement. Running gags—like making the actor, with his reputation as a car racer, into the world's worst driver—wear fairly thin.

*De Vere Stacpoole's 1903 story The Blue Lagoon* was originally filmed by Frank Launder in 1950, with the young Jean Simmons and Donald Houston as the English children who are shipwrecked on a desert island, unaided, discover life and parenthood for themselves, and finally sail back to the doubtful prospects of civilization.

The director of the new version, Randal Kleiser, fresh from *Grease*, rather boldly asserts in the publicity that his film reflects Stacpoole's intentions more faithfully. Since (apart from other revisions) the

children have changed nationality to American and engage in some rather frank discussion (and rather more) of masturbation, unlikely in an Edwardian novel, the proposition seems questionable.

In general, the film replaced Stacpoole's romanticism with open eroticism, though of a quality as teasing and evasive as a German soft-core porn movie. Characteristically the revised nudity, which presumably accounts for the film's box-office showing in the United States, is finally very sheepish. The couple are for ever taking off and putting on their coverings according to whether or not they have the protective obscurity of the water. The beautiful child Brooke Shields and an amiable newcomer, Christopher Atkins, remain strictly Californian; and there is no adequate plot explanation of where, on their desolate island, they get such expert hair-dos and manicures.

It is a pity that the festival of films by women just ending at the ICA has not been better publicized. As a phenomenon it is remarkable—a collection of works by 120 film-makers, even if the programme finally suggests how very few women have as yet been able to make any real impact in the cinema. The festival proper ends on Sunday, but there will be a last screening in the Seminar Room of the ICA next week. Recommendations from the last days are the Hungarian Judit Ember's *Mistake* (tonight, 9.00) and the redoubtable Chantal Akerman's *News From Home* (monday, 5.00).

David Robinson

## Where new plays are the main attraction

All of them were meant to be highly individual characters, legendary figures from Dublin's shabby and colourful area known as the Liberties. Go well did the company get in their roles for the play called *Zoo*, leaping and grinning as the pop Dandyorum, the pebble collector Stoney Pockets, and Mr. Mary, that the director Thomas MacAnna had to caution them. If they were going to be so obviously having a good time while performing the musical biography of the street singer Zoum, then the owner of the Olympia Theatre, Brendan Smith, would probably charge them admission.

Mr. Smith is an important figure in his own right, single-handedly keeping the Dublin Theatre Festival alive for 20 years, and although he has stopped in the background for the twenty-second festival, the most popular yet, something in the way of a tribute is due to him. It is probable that any event involving so many Irish literary figures would leave a trail of scandalous stories but it seems to me that Mr. Smith always has as much of an eye for the headlines as for the talent.

Even this year's critical baptism, when a playwright poured beer over two critics who had disdained his musical about Nora Barnack, the wife of James Joyce, can be traced to Mr. Smith, for it was he who smuggled the play past the guard of the other directors of the festival, Hugh Leonard and Michael Colgan. He thought they might not like it and some instinct told him it was worth having. I believe he was his instinct for new plays.

The festival always makes the news and, unlike any other of Europe's festivals, its primary attraction is new plays. The strongly characterized, O'Connell's Zoo did not really have to worry about being charged admission, and they did not noticeably stop having a good time. As well as nearly 20 actors, the production featured Ireland's leading folk group, the Wolfe Tones, and a general amusement made itself felt in the audience, but it was not really a play, more a collection of musical anecdotes. More important work was elsewhere.

Brian Friel's *Translations*, which was reviewed in *The Times* on its opening in Londonderry, was the major success, but almost all the new Irish plays were completely sold out. The Abbey Theatre

gave its main stage over to a new writer, Bernard Farrell, who had already provided the small Peacock with a sold-out attraction called *I Do Not Like Thee, Doctor Fell*, which was twice revived in a year. His new play, *Canaries*, shows a mordant view of Irish social customs.

The birds in Mr. Farrell's holiday cage in the Canary Islands are Irish tourists, gilded with affection, Irish package tours are obviously not the best situations for people to be other than you are, and the pressures of having a good time prove as likely to lead to a need for the confessional as to pleasure, especially if one of the swinging guests at your hotel turns out to be an undercover priest intent on entertainment.

There is much merriment in Patrick Mason's production, with good performances throughout, particularly from Eamon Morrissey as a husband suddenly cast as a yacht-owning playboy by his wife, Ingrid Craigie, who also gives a lovely performance as the less than way up the status pole in the hotel. The shallow cracks that Mr. Farrell unveils in his characters are not enough, however, to make the story important in its another, better-written, anecdote.

For higher aspirations, it was necessary to go to the Peacock Theatre for Stewart Parker's new play, *Nightshade*. Like other of his plays it is a work of a funeral parlour and this time takes place in the environs of a funeral parlour. Just as the bicycle shop in *Spokesong* was no ordinary shop, Quin's is no ordinary funeral parlour, and the proprietor is a magician on the side, employing his daughter in conjuring tricks that are a mordant commentary on his major trade.

Mr. Parker has an interesting idea and funny lines to work with, but there is an obstruction to his story. I believe that the weakness is in the magic, which Mr. Parker does not integrate nearly so well as the songs of his earlier plays. While it is an excellent play, from a strike by assistant morticians, seductions and the collapse of the business to Quin's own ironical inability to bear the grief of his wife's death, there is no compelling centre. It is an excellent play, but it is not a masterpiece, and it is not as successful as the mauling setting by Bronwen Casson.

Ned Chaillet

RBCSO/  
Rozhdestvensky  
Festival Hall/Radio 3

William Mann

The golden jubilee season of the BBC Symphony Orchestra began on South Bank on Wednesday with its own tribute to Sir Michael Tippett's seventy-fifth birthday. The orchestra's chief conductor, Gennadi Rozhdestvensky, was in charge and presided with three early works by his senior compatriot Prokofiev. Sir Michael was in the audience, much applauded when he took the platform after the performance of *A Child of Our Time*.

That oratorio is almost forty years old now. In those days Tippett was thought already an eccentric composer, though patently a serious one. So it is surprising to hear how closely bound to musical tradition *A Child of Our Time* really is: the Handelian choral counterpoint, now and then looking further back to the English madrigalists of the sixteenth century, or forward to Bartok in *When Shall the Users' City* cease?

The Narrator's recitatives, accompanied only by string bass, sound as Handel's look on the printed page, and the harmonic filling-in, though Tippett intended the gaunt, spare effect. There are recognizable eccentricities, such as the tango rhythm of the tenor solo "I have no money for my

bread", but the inspired borrowing of Black gospel songs, known then as Negro spirituals, though unconventional by 1940, was very much a recourse to musical tradition, deliberately so as an equivalent of Bach's Lutheran chorales.

Rozhdestvensky conducted a fervent and quite personal interpretation, the chorus strongly characterized—the hostile ones decidedly stiff-necked and self-righteous, the spirituals brilliant and majestic, though "By and by" almost evaporated with his buoyant, wet treatment, and *Go down, Moses* threatened, on the contrary, to reach a standstill. There were other examples: I had not remembered how strongly the first chorus, and some later passages, now wrote the early 1940s in particular the film music of the time (probably our closest link with those days), but Rozhdestvensky made the point clearly.

He obtained fresh, ready singing from the BBC Symphony Chorus and a good solo quartet led most sensitively by Gill Gormley. Part of the chorus had already sung in Prokofiev's *The White Swan*, of which the conductor had reconstructed the putative original version, led most sensitively by Gill Gormley. Part of the chorus had already sung in Prokofiev's *The White Swan*, of which the conductor had reconstructed the putative original version, led most sensitively by Gill Gormley.

Some of the reviews on this page are reprinted from yesterday's later editions.

## Today in the Spectator

France and the Jews  
SAM WHITE

The Gainsborough exhibition  
JOHN McEWEN

The Leo Amery diaries  
JOHN GRIGG

On sale TODAY 40p

Order now from your newsagent or write for subscription details to: Spectator, FREEPOST, 56, Doughty Street, London WC1N 2BR. No stamp required.

THE NEW  
**GATE THEATRE**  
485 2443  
CITY CENTRE  
GATE MAY FAIR  
485 2443

CHARLES CHAPLIN'S LOST MASTERPIECE  
**A WOMAN OF PARIS**  
STARRING EDWARD G. ROBINSON AND JOSEPHINE HENRI  
WRITTEN, DIRECTED AND MUSIC COMPOSED BY CHARLES CHAPLIN

**CAMDEN PLAZA** 485 2443  
Isabelle Huppert in A FILM BY JEAN LUC GODARD  
**SLOW MOTION**  
Sauve qui peut (la vie)

**GATE**  
CINEMA NOTING HILL  
2740 2275  
THE NEW  
**SPECIAL TREATMENT**  
Goran Paskaljevic

Enjoy  
Vaudeville

Ned Chaillet

As a word, Alan Bennett seems to be using "enjoy" as it is used in the mountain resorts of New York state by comedians, as a command to revive audiences to have a good time. Or it might be closer to what it is seen as the imperative usage of a mother over a bowl of chicken soup. "Enjoy." He is not making use of the word as a simple description of his comedy as the vaudeville theatre. Enjoy is heaved with quiet rage and the scheme of things would seem to predict that Big Brother is likely to be a mellow sort of chap, devising museums of happiness from the squalid remains of working-class communities, specifically the last surviving street of back-to-backs in Leeds.

But that is getting ahead of myself and contains everything it is possible to say about the play without subverting Mr. Bennett's structure. Part of the reason for that is that the structure is curious in itself, divided down the middle as if he were writing two different kinds of play. One is much the funnier portion, a cock-eyed *Coronation Street* of heightened anecdote, and there is a commendably funny piece of jokers peddled by John Plowright and Colin Blakely as an elderly couple assessing the demolition of their house and their removal to a modern flat.

They are both real and absurd, ritually, blurring in a natural fashion and showing off as performers, for Mr. Bennett has provided them with a silent on-stage audience, a sociologist sent by the council to observe their daily life in an attempt to understand their happiness and sense of community. The sociologist assigned to the Cravens, and introduced as Mr. Craig is unmistakably Philip Sayer, in drag, but they make no more



Colin Blakely, Susan Lipton, Joan Plowright

recognition of that than of the loss of old social values. While the unresponsive sociologists dutifully take notes and refrain from responding to conversation or attempted murder, it becomes clear that their threat is not impotence, but the likely imposition of an officially improved picture of happiness.

But that is again the second part and things there are tied up and made obvious by intention. It is a far cry from the first act which has more than a touch of vaudeville to it and ends rather like Samuel Beckett in a back-to-back. The uneasy juddering between the two might look different in a production other than Ronald Eyre's, but he has opted to underplay the absurd edges, allowing only a few jokes, mostly in Mr. Blakely's partially paralysed and happily negative character. In a way the dependence on naturalism is responsible for making the play come slightly apart when the world of the Cravens is dismantled.

There is more to the play than the loss of memory, however. The sudden invasion of the household by neighbours, each trailing a council sociologist with a notebook, is an inspired representation of

they were lost off against three more transparent pieces by Mr. Bennett.

A selection of music from the court of Henry VIII included a most sensitive and affected reading of Corset's "Ah, Robin" and the king's own "Pastime is good company," rambunctious enough even without the percussion puffs that they ensembles, consisting of a group of madrigalists, successfully blended the suave and familiar (Monteverdi's "L'Allegro e il Moderato" with the sophisticated and less familiar "Grecco's" "Gonzetta de banchini") and Ranciere's "Contra-Altus" from the "Festive" with the repertory of madrigalists, mixed the usual

of the five, contemporary works in the second half. Alan Bennett's *The Jolly Beggers* (the first performance of a special commission) was the largest in scale and made the most impression. Roger Burrell, a

Yvonne Keene will be appearing in *Beet's The Pearl Fishers* next year at the Chichester in Paris, not Yvonne Keene as stated in yesterday's Arts Agenda. Apologies to both artists.

The Scholars  
Parcell Room

Judith Nagley

In these days of ever-changing tastes, when the favour enjoyed by vocal ensembles may fade as fast as the bloom of Her- rick's rose, the five soloists who make up The Scholars can look back with justifiable pride at a decade of survival. Wednesday's concert, which marked the tenth anniversary of their London debut, clearly showed that although only two fifths of their original personnel remains their success is still largely attributable today, as in 1970, to their versatility and high standards of musicianship.

The beauty of the voices—soprano, contralto, tenor, baritone and bass—colours darkly any music that is heavily scored for middle parts, so that The Scholars' choice of three of the most mellow of Byrd's madrigals, was, particularly pleasing, the more so when

## MOZART'S DON GIOVANNI



A film by JOSEPH LOSEY

"The most successful movie of its kind I have ever seen"

"The movie gripped me throughout...has a wonderfully confident sweep to it"

"Integrally dramatic, properly spectacular and admirably sung by a fine ensemble"

"Plucks you from your seat...inspired...marvellous"

"Stunning...This sumptuous cinematic treatment, leavened with humour, brings a new excitement to the old Don Juan myth"

ACADEMY CINEMA ONE

DAILY 1.00 (not Sun.) 4.10 & 7.40 Oxford Street, London W1. 437 2981



The polls are swinging against Mr Malcolm Fraser's Liberals in tomorrow's general election

# Why Labour looks so good in Australia

Canberra  
Australia seems set for a change of government. Three opinion polls on Wednesday put Labour ahead, two of them by a winning margin. If the Liberal-Country Government does indeed survive tomorrow's general election it will be the greatest upset the polls have yet had here. Australian polls have had an enviable record of accuracy, although compulsory voting does make forecasting much easier than in Britain.

When Mr Malcolm Fraser, the Prime Minister, called this election, two months before he had to, he and everyone else thought he was bound to win. His Government might not have been very successful in controlling inflation or curbing unemployment, but he was incomparably the largest figure on the parliamentary scene and the Labour Party could be trusted to miff its chances. The well-oiled Liberal machine, under its competent publicist, Mr Tony Eggleston, had defied all expectations in 1977, by holding on to the majority gained in 1975 after the sensational dismissal of Mr Gough Whitlam's Labour Government by Sir John Kerr, the Governor-General, that they would repeat his trick.

Two weeks ago this Liberal strategy suddenly seemed to collapse. Labour kept ahead in the polls, even before the party programmes were unveiled and the campaign got underway. The Liberal machine, under its competent publicist, Mr Tony Eggleston, had defied all expectations in 1977, by holding on to the majority gained in 1975 after the sensational dismissal of Mr Gough Whitlam's Labour Government by Sir John Kerr, the Governor-General, that they would repeat his trick.



Mr William Hayden (left) leading a confident Labour challenge in Australia.

music figures have developed under his shadow and there was no option of switching to a "team" rather than a Fraser appeal. And good economic management is not an easy theme when unemployment is at a post-war record and inflation at 17 per cent.

There may be no reason to suppose that a Labour government would do any better, but the trips down memory lane to the misfortunes of 1972-75 are far less potent now than three years ago when Mr Whitlam was still the Labour leader.

To a visitor from Britain, the unity and moderation of the Australian Labour Party has been incredible. Labour is hungry for power and its wild men (not that there are many) have been firmly muted. Good work has been done by the party's campaigns. The way Labour has consistently wrong-

footed the Liberals is nothing short of astonishing.

The campaign has lacked bite or excitement. Defence and foreign affairs have played almost no part in it. Even the development of mineral resources, the key to the country's future, has been little discussed, except on the fringe of a discussion of petrol prices; there the Labour Party has seemed the successful underdog, railing the voters that their petrol

Geoffrey Smith

## Permutations in the leadership stakes

The timing of Mr Callaghan's resignation is a deliberate political act. In doing so, and so giving the party the opportunity to elect a successor, before a wider electoral college has been established, is responding to the belief among many Labour MPs that they must assert themselves. It is true that he would not have given up the leadership so easily if he had not been elected to extend the franchise or electing the leader beyond the parliamentary party; but the important point is that he has not allowed a decision to determine him.

His decision is therefore in keeping with the spirit of the remarks by Mr Williams-Rodgers in Cambridge on Friday: "The time has come to assert the rights, duties and role of the Parliamentary Labour Party through re-equipping. This applies to the choice of a leader and in policy-making."

But how far can the PLP go in asserting its independence without diluting the party? When an electoral college is established it will be to choose, whether to endorse a leader elected by the PLP or to elect a leader by a wider franchise. The PLP can refuse to endorse a leader elected by the PLP, but it can also refuse to endorse a leader elected by a wider franchise. It is often suggested that there will be two party leaders: a leader of the party and a leader of the PLP when the party is in office.

of Cabinet when the party is in government) together decide what items of official policy shall be included in the manifesto. The party is not mandated by the conference; it is committed only by the manifesto.

But one has to take into account political realities as well as the theory. It is widely believed that the leader has in effect to abolish the manifesto's constraints, which is why so much importance is attached to preserving the Shadow Cabinet's share of responsibility for it—and that a Labour government can pick and choose which parts of the manifesto it will implement. There is truth in both these propositions, but not the whole truth.

At the last election Mr Callaghan was indeed able to prevent the manifesto offering more than "abolish the delaying power and legislative veto of the House of Lords", when the conference had voted by a very large majority for abolition. But Mr Callaghan had the immense authority of being Prime Minister at the time. It was rather different in February 1974 when Labour was in opposition. The manifesto then included a number of items which reflected the dominance of the left at the annual conference: nationalisation of air, rail, and shipping; public holdings in the pharmaceutical and construction industries; the removal of American Polaris bases from Britain and the withdrawal of tax

relief and charitable status from private schools. It is true that none of these proposals was implemented; but the nationalisation of air, rail, and shipping failed only because Labour was returned to office without a secure parliamentary majority, even after the second election in October that year.

This evidence suggests that when Labour is in opposition the conference can force the leadership to accept a fair amount of unwelcome material in the manifesto, then many of the most distant commitments can then be ignored in office, but not all of them. The parliamentary party has a great deal of freedom of manoeuvre, but it is not the less freedom within limits if the bonds of a single party are to hold.

That was the view of Hugh Gaitskill, who is generally regarded as the supreme champion of the rights of the parliamentary party. Before his famous "fight, fight, fight and fight again" speech at Scarborough in 1960, in which he proclaimed the right and duty of the PLP to think for themselves, he declared in a speech at Workington the previous year that while the conference does not mandate a government it is right that "we should argue out and settle ultimately in our own minds the general principles of policy". In a BBC interview soon after he acknowledged that if the conference were to pass a resolution

to "Headmasters' Conference as understandably annoyed, he suggested that stealing as commonplace in independent schools. Such matters, he said, are better discussed in private. But now at the subject in the open is worth asking whether the situation not only in schools but in society as a whole is significantly worse than in the past. If so, why? I say the immediate reason is that it is always easy to imitate with selected illustrations, that in the more recent past anarchy and immorality were the rule. The increasing incidence of some of the most heinous crimes of the century—public hoodlums help to keep modern misdeeds in perspective. But the fact that school stealing has been around for a long time is not reason for treating it as unimportant. It is a violent or dishonest act, it is a long time too.

I am aware of the danger of oversimplifying complex shifts in human behaviour by asserting that society is becoming more violent or dishonest; it is

## Thieving: a new school for thought

through the seventies with a small decline in 1978 and 1979. The total value of goods stolen in one year is disputed. Some say it is as high as £600m. In the cases known to the police the value of property stolen from shops and stores in 1978 was £35m. And in case we should be tempted to think that this is a case of increasing dishonesty among the young, of the persons found guilty at magistrates court only 16 per cent were under seventeen.

If we need confirmation of the prevalence of this sort of dishonesty—directed against property, amateur rather than professional—we need only look at the large number of books lost each year from university libraries or at the 20 per cent increase in 1978 in thefts from offices by employees.

I suggest there may be two reasons for the increase in thieving: first, the downgrading of stealing in the calendar of crimes; and secondly the eroding of the moral basis for postposing the question of stealing. The downgrading of stealing has been brought about in a number of ways. Public figures, including some MPs, claim that people in shops steal with goods for which they have not paid, are not dishonest but victims, tempted unfairly by the attractive and accessible displays. In the same way heads sometimes apportion blame equally between the owner and the thief by saying of the former: "It's just as much his fault for leaving money lying around."

Stealing as a cry for help rather than dishonesty is another popular explanation. The argument is that the downgrading process. Heads describe stealing as "pilfering"; university authorities speak of students "failing to return books to the library". Muddled theories about com-

mon ownership and the sharing of property help to confuse the issue. In short, there appears to be a reluctance to call them by their proper name and to recognize that in almost all cases it is prompted not by psychological hang-ups or seductive displays but by an uncomplicated desire to possess what is not ours.

The downgrading of stealing is linked to a more subtle and dangerous erosion of our will to resist the gratification of desire. The whole thrust of our materialist society is in favour of gratifying desire as soon as it is identified. If we want something we cannot afford we take immediate possession and pay by instalments. If we want something we just switch it on. The idea that one should postpone the gratification of sexual desire until they are married is unfashionable to say the least.

The widespread belief that the immediate gratification of desire is every individual's right in an advanced society has surely encouraged, however unintentionally, the increase in amateur stealing. When I see it, I want it, I'll have it," is the prevailing logic. It is a short step from credit to theft.

A government that insists that you cannot have what you have not earned might eventually undermine the hedonist philosophy of "Why postpone to tomorrow what you can enjoy today?" and the heads of independent schools might reflect that their claim to have a special concern for moral education will sound hollow if they pretend that there is no problem or argue that they are powerless to resist the dominant forces of society.

John Rae

The author is Headmaster of Westminster School.

## The terrific challenge facing London's new 'Standard'

"Putting together two minutes' news is a terrific challenge," said Mr Charles Wintour, who is 63 and for all but two of the last 20 years has edited the *Evening Standard*. "It is a terrific challenge to put together a paper which is crisp, decisive, and to the point, and to do it in two minutes' news is a terrific challenge."

The minutes to which he referred were the losses of the *Evening Standard*, expected to have been around £1m this financial year, and of the *Evening News*, expected to have been around £1.5m. On November 3 Mr Wintour said his chair to Mr Louis Kitchin, editor of the *Evening News*, which on that day is finally incorporated into the *Evening Standard*.

Mr Wintour did not think that life would necessarily be as easy for a monopoly London evening newspaper. Obviously there were potential economies to be made, but the combined circulation (the *Standard* has been around 350,000, the *News* around 450,000) was expected to rise quite sharply. Market research indicated that very large number of News buyers would give the new paper a try. It would be the sole London-wide medium for classified advertising, and would have considerable importance for the retail trade.

Mr Wintour himself will remain on the group executive committee of Express Newspapers, and will be one of the four representatives on the new *Evening Standard* Board. The other three will be Lord Matthews, chairman of Express Newspapers; Mr Jocelyn Stevens (deputy chairman); and Mr Bert Hardy, who will be chief executive of the new company, or be called Express Newspapers Ltd. The company of the *Evening Standard* will likewise have four members.

On editorial matters, Mr Kitchin will report directly to Lord Matthews. But the *Standard* will have a new editor, Mr Charles Wintour, who will be chief executive of the new company, or be called Express Newspapers Ltd. The company of the *Evening Standard* will likewise have four members.

## POWER IN

Mr Charles Wintour, 63, is qualified to lead the new *Standard*. He has been editor of the *Evening Standard* for 20 years, and has been a member of the group executive committee of Express Newspapers since 1968. He is a former editor of the *Evening News*, and has been a member of the group executive committee of Express Newspapers since 1968. He is a former editor of the *Evening News*, and has been a member of the group executive committee of Express Newspapers since 1968.

## "Would you buy a Rembrandt for its canvas?" I asked.

An acquaintance remarked that, at £1,770, the Royal Oak stainless steel watch by Audemars Piguet was more expensive than most gold watches.

Which was perhaps missing the point. The value of the Royal Oak is more a consequence of the way the metal has been used, the design reflecting its strength and character, than the material itself.

In any sphere of artistry and craftsmanship, as I pointed out to my friend, materials alone do not make a masterpiece.

What matters is the way they're used.

And who uses them.

Audemars Piguet



Italian ladies invited to meet the Queen and the Duke suffered—or affected to suffer—from a perplexity because of a helpful little note accompanying their tickets to the effect that black and purple were the colours of mourning worn in the royal presence. The tremors of doubt were caused because a common use of the purple in Italian is to denote the office of Cardinal, and Cardinals, as everyone knows, dress in scarlet. So, was red out too?

After taking the point that black and purple bring hints of the funeral while red is perfectly acceptable, the good ladies face the shock today of seeing on their television sets that not a few of the prelates who help receive the Queen at the Vatican will be dressed entirely in black and purple. And so will some of the 200 or so bishops gathered in Rome for the international synod, to use the morning break to seek a glimpse of the royal procession. The Queen will be in black.

All of which goes to show that the world-changes in the short drive from the Italian President's palace to the Pope's domain. It is not just a matter that what looks mournful to the eye is merely bishops looking their best over there. The scale changes. The Vatican's 108.7 acres make it the world's smallest state: Prince Rainier's principality, which is not exactly a power of weight in the world, is three-and-a-half



times as big while Liechtenstein is 300 times as small. In this restricted, however elegant, setting, the personalistic grows larger and the issues come clearer.

This is the first time that the Queen has gone in state to the Vatican. She went privately before her accession and then officially in May 1961. There is not much difference to the naked eye between an official call on the Pope and a State visit. But applying the more solemn protocol as they call it at the Vatican means something in terms of the importance attached to the occasion, and it would have been the first State visit of any head of state to Pope John Paul II had the Portuguese not slipped in first.

The Queen has caught the Pope almost exactly in mid-synod, just as she caught the Italians in the midst of putting together a new government. These synods are much less frequent than new Italian governments. Once every three years instead of an average of one every 11 months. And royal visits from Britain are rarer. Oddly enough, when the Queen was last at the Vatican, Pope John XXIII prepared a rather stylish joke for her which he had to suppress in reverberations. She had asked to see some of the Stuart papers in the Vatican (several are buried in St Peter's) and John added to them some low-letters in French from Henry VIII to

## VATICAN DIARY

demands of sexuality in the modern world.

Not that the Queen and the Pope will talk about any such subjects. They are not even supposed to be talking about a possible arrangement by which a Roman Catholic might marry a Protestant, which is the case in the long-stalled question of raising the diplomatic mission here to the level of an embassy instead of being (like Monsignor Casali) a legation not due to visit unless the Pope decides it should be, which is unlikely.

The Vatican takes these questions philosophically. Clearly, in diplomatic terms, the Vatican could feel aggrieved that the British Government has had to make here since the First World War with full diplomatic status, but the Pope will not have a representative in London with nothing more than some personal diplomatic privileges. It is hardly likely to be discussed, because largely a political question and Mrs Thatcher will be here herself next month with presumably all the political ramifications at her fingertips. The Cabinet is known to be divided on the advisability of change, and Conservatives anyway, with such outstanding exceptions as Mr Norman St John-Stevas, are regarded as less favourable to Labour, which claims a bigger part of the Catholic vote.

The comparatively lowly status of the mission here makes that the Foreign Office

could, had they shown imagination, have used it in an unusual and useful way. It is one of the legations which are the Holy See's ambassadors. The way to use it was either to send outstandingly colourful personalities who would raise the profile of the mission, or to use it as a platform for a part way through a promising career. In one case they did the first; never the second. The late Sir Martin Chuzzleworth, the sort of bespectacled, slightly outlandish, but eminently capable, being the necessary diplomatic presence, which he did, and became the outstanding Minister after the late Duke of Leinster, John XXIII respected him highly and went to comfort him in his deathbed in Rome.

That type of ambassador has not been repeated. General Ministers, on the other hand, comparatively new Mr Mark Heath who is not only dealing with the Queen's visit but with preparations for the new Papal visit over to London, are possibly showing a more fascinating approach for the job and a nicely balanced approach.

The Queen can hardly make much reference to the London visit due in 1982 as it is still so early. She no doubt will say that she hopes personally to see the Pope when and where clear that he will be welcome. Yet even these obvious courtesies can easily bring back the still tricky question of the national power. Does the fact that

the Queen is on a State visit to the Vatican, and warmly received, mean that the Pope's authority is upheld as the authority of the Roman Catholic bishops? Should also have aspects of a State visit? There is so far no Government invitation; as a rule, on his travels the Pope has a great reception, but he has also been received by heads of state, and the famous have received him. The Queen's visit is a longer stay in a more official style than that of the Pope. Talk between them about travels would naturally lead to the nearest one the Pope has so far made to Britain, the visit last year of Pope Paul VI. The Queen's visit is a longer stay in a more official style than that of the Pope. Talk between them about travels would naturally lead to the nearest one the Pope has so far made to Britain, the visit last year of Pope Paul VI.





New Printing House Square, London, WC1X 8EZ. Telephone: 01-837 1234.

## AMERICAN POWER IN THE WORLD

President Carter and Mr. Reagan could have usefully debated on America's role in the world in the difficult decade ahead. Instead they have not risen much above the familiar insinuations. Mr. Carter has tried to suggest that Mr. Reagan is insufficiently devoted to peace. Mr. Reagan has tried to suggest that Mr. Carter has been responsible for a decline in American power. Neither accusation is justified. Nor does it even state the problem in the right terms. But behind these posturing there is the glimmer of a real argument.

Broadly speaking Mr. Reagan believes that peace would be more secure if the United States were militarily stronger and more perceived by the rest of the world to be ready to use this strength. He is not wholly against negotiation but he opposed the second round of the Strategic Arms Limitation Talks (Salt II) and believes that he could get agreements more favourable to the United States if the Soviet Union were confronted with the threat of an uncontrolled arms race which the United States would be determined to win and could win because of its superior wealth and technology.

Mr. Carter also believes that the United States must be militarily stronger. After campaigning for a steady increase in defence spending, thereby reversing a decline (at constant prices) which lasted from 1970 to 1978. And whereas a Republican Administration abolished compulsory military service he has reintroduced the obligation to register, though not to serve. He wisely cancelled the neutron bomb, but he has since accelerated other programmes, including the formation of a rapid deployment force for action overseas. In these respects he has strengthened rather than weakened America.

### Deep-seated beliefs

On the other hand there is no concealing the fact that his instincts and preferences are different from those of Mr. Reagan. He makes no threats of striking the military superiority. He is committed to Salt II and will urge it on the Senate if re-elected. His officials are already pressing ahead with preliminary talks in Geneva on Salt III. He is less convinced than Mr. Reagan of the value of military strength in promoting American interests abroad or resisting Soviet expansion. Deeply certain of America's moral, political and technological superiority he prefers these to be the main carriers of American influence.

These differences have caused the two candidates to be contrasted as soldier and preacher. In practical politics the difference would not be that stark. Mr. Carter was fairly quick to learn the importance of military power and the limited scope for agreement with the Soviet Union. Mr. Reagan would probably soon appreciate the limited use of military power and difficulties of trying to press the Soviet Union into greater concessions. Nevertheless, there would be a

difficult learning period, just as there was in the early days of Mr. Carter's Administration—and, alas, throughout it. In particular, if there were further delays over the ratification of Salt II, or if Mr. Reagan tried to re-negotiate the whole Salt II agreement with the Soviet Union, there would be some strains within the alliance. Salt II is generally regarded in Europe as a perfectly fair though limited agreement, which in no way reflects or perpetuates American weakness and which therefore could not be improved by tougher negotiations. European opinion would resist being drawn into new confrontations and an even less controlled arms race than exists already.

### Out-dated views

Political support for the Nato decision to modernize medium range nuclear missiles in Europe was won with some difficulty only by combining it with a promise to use the three years or so before deployment to seek an agreement with the Russians that would make deployment unnecessary. Such an agreement would probably be part of Salt III, which could scarcely be signed before ratification of Salt II. Some sort of limited interim agreement might be possible, but the Americans are not seen to be using the limited time available to strive in good faith for a controlled balance of nuclear power. They will be left to have broken the bargain that was implicit in support for last December's decision. This could provoke a worse Atlantic crisis than anything experienced under Mr. Carter.

Stepping back a bit, it is no secret that neither American candidate inspires much enthusiasm in Europe. President Carter's aims have been honourable and frequently enlightened but his pursuit of them has been too erratic to inspire confidence. Mr. Reagan's aims are equally honourable, and his pursuit of them might be better managed, but his view of the world is often over-simplified and dated. It reflects a yearning on the American right for a time when America's power was undisputed and her ideals unchallenged. This period cannot be recaptured. It has been lost, not as is often alleged, by American weakness but because the world itself has changed. The Soviet Union has achieved military parity and is now able to deploy military forces around the globe. Other centres of economic, political and military power have arisen which are not willing to fall into line on one side or the other of the East-West confrontation. At the same time the United States itself has become militarily and economically vulnerable.

No matter how much she may arm herself, the United States cannot control this world either directly or through regional proxies. Nor could she do so in collaboration with the Soviet Union because even if the two powers could agree on the rules, the influence of the Soviet Union

is also limited. There is, in fact, little hope of a new world order, economic, political or military. There is going to be turbulence, much of it involving states which do not see the world, or their own interests, in terms of East-West rivalry.

In this turbulence the West is going to have to defend its interests as best it can. Military power will be only one instrument among many and not always the easiest to use. It might have had short-term success in Africa but probably at great cost in the long term. It could not realistically have been used to stop the Soviet Union invading Afghanistan—that was a result in the first instance of a western failure to declare and sustain a political interest in Afghanistan and in the second of a Soviet failure to sustain its own influence by political means. As for the Gulf, the difficulty of usefully deploying military power there have already become glaringly obvious.

This does not diminish the need to possess military power and to be ready to use it when necessary. The widespread belief that after Vietnam the United States would never find the will to use force outside the Nato area certainly influenced some states less interested in ideology than in which of the super-powers seems militarily in the ascendant. Even in the Gulf, the ability to put in some military force is essential if the Soviet Union is to feel it cannot move without risking a confrontation with the West. Elsewhere the same principle applies. President Carter has been a late but welcome convert to this view, and Nato as a whole is gradually putting its defences in better order.

### Delicate task

The essential point, however, is that there are very few places (Europe is one) where Soviet expansion can be checked by direct military confrontation alone. This is because there are few places where the permanent presence of large western forces is welcome or conducive to stability, and also because the Soviet Union rarely moves without some kind of invitation, phoney or otherwise, from political forces on the spot. It is therefore the western alliance as a whole that must be strengthened and especially its oil supplies against either local turbulence or Soviet expansion. The combination of both the primary effort must be political. It must work to support areas of regional stability, economic prosperity and political moderation, which develop their own resistance to Soviet influence without being forced into East-West alignments.

The next American president will therefore have the difficult task of trying to unite the western alliance behind policies requiring extreme sensitivity as well as military strength. An election campaign does not provide the best conditions for displaying the necessary qualities but this one seems somewhat worse than most.

## UNEMPLOYMENT HERE AND ELSEWHERE

As a nation we are still much given to introspection. As we contemplate the economic policies being pursued by Mrs Thatcher's Government, we tend instinctively to explain or blame all that is happening on domestic influences. At the political level this is particularly true of unemployment. With unemployment now over 2,000,000 and still rising sharply, the Government's critics claim that it is the result of doctrinaire monetarist policies. For its part the Government claims that the extreme levels of unemployment are the result of inflationary wage settlements, with organized labour pricing itself out of jobs. It is helpful, therefore, sometimes to look beyond these shores, to see whether or not what we are experiencing is part of some more general phenomenon.

It is, of course, notoriously difficult to compile absolute and percentage figures for unemployment in different countries directly. There are important differences in the ways in which the various national authorities collect or estimate unemployment figures. The real social and political impact of unemployment in the available work force depends on a wide variety of social and economic factors. Total figures

for unemployment at any time in any given country can and do conceal the widest possible variations in rates for particular regions, or minority groups, or age groups with the population. With all these qualifications, however, it is still clear that the entire industrial world is experiencing a sharp upward trend in unemployment. Government policies have shifted during the 1970s from a prime concern to maintain high levels of economic activity to a prime concern to fight inflation. The rise in unemployment during the decade has been relatively sharper in some of the countries which started with the lowest absolute figures. Thus, underlying unemployment has increased more than five-fold in West Germany during the decade, though the unemployment rate at 4.1 per cent still remains far below the British, French, or American level.

Yesterday's news that unemployment in France has risen to over 1,500,000 is a reminder that France, too, is suffering from the effects of similar policies. Of the major industrial countries, Japan and Sweden seem to have avoided sudden and large absolute increases in unemployment. In both countries the rate is not above 3 per cent,

which is now considerably less than half the British proportion. Recent figures, however, show that the upward trend of British unemployment has been notably sharper than in the average of other industrial countries. Whereas, until the middle of the 1970s, British unemployment rates were steadily below the average for industrial countries as a whole, this position has now been reversed.

This week's trade figures, moreover, underline the fact that the British unemployment trend has been so far relatively unaffected by the general world economic and trade recession. With a visible trade surplus for four consecutive months, and with September producing the largest monthly surplus since records were kept, it is clear that exports net of imports, far from depressing employment in this country, are still contributing to an impressively positive way to employment. It remains to be seen how long this minor economic miracle can survive pound sterling at present levels. For the moment, however, as it is those of the rest of the industrial world, it is inflation and the battle against it by domestic economic policies that is the main direct cause of high unemployment, rather than the world recession itself.

### Entrances to Oxford

From Mr G. A. Strafford  
Sir, During the last three years I have adopted a policy of encouraging the more able pupils in this 11-18 comprehensive school to attempt the Oxford fourth term entrance examinations and, as a result of the experience gained, I would offer the following comments:  
1. There are undoubtedly cases in which a pupil is rejected by Oxford and subsequently obtains high grades at Advanced level, but these seem to be balanced by the number of pupils who are accepted

as a result of the entrance examination, but whose subsequent A grades are only moderate.  
2. The amount of help and advice which admission tutors are prepared to offer is most impressive, and I am convinced that the majority genuinely wish to give every opportunity to pupils from comprehensive schools.

3. The problem of extra tuition is not insuperable. At this school we do the bulk of it during the second half of the summer term, the lowest each year, when those members of staff most involved in General Certificate of Education

teaching have free time during the examination period.  
There is one measure which would make the Oxford entrance system much fairer and that is to insist that all pupils apply for entrance during their fourth term of Advanced level work, and that the seventh term examination is restricted to those candidates who are asked to "re-sit".

Yours faithfully,  
G. A. STRAFFORD, Headmaster,  
Darwin Vale High School,  
Blackburn Road,  
Darwen,  
Lancashire,  
October 14.

## Crucial gap in anti-inflation strategy

From Professor H. P. Lydall  
Sir, The failure of the recent meeting between the Government and the TUC is a tragedy for the nation.

The Government insists that inflation must be curbed, even if this leads to higher unemployment. The trade unions insist that unemployment must be reduced, even if this leads to higher inflation. If these were the only choices available, the Government's case might seem to be the stronger if, as it claims, employment will eventually recover once inflation is purged from the system.

But there are two weaknesses in this prescription. The first is that, by relying solely on monetary and fiscal measures, the Government's programme seems to offer the prospect of a long period of increasing unemployment and falling output with only a slow decline in the rate of inflation. The second is that at the end of this process, when, let us say, unemployment is 12-15 per cent and inflation is down to a "tolerable" level of 2 per cent, there is in fact no guarantee that unemployment begins to decline; inflation will not begin to rise again.

The truth is that, under modern conditions of a large public sector, a job security and powerful trade unions, a reasonable combination of unemployment and inflation cannot be achieved by monetary and fiscal policies alone. The crucial additional ingredient is some form of single-figure wage increases for the public sector the Government them-

selves have made a major step in this direction.  
The search for an effective and acceptable form of incomes policy should be a top priority. Some new ideas exist; but there is at present virtually no public discussion of them, largely because of ideological opposition.

If both the Government and the TUC would relax their positions a little and agree to discuss possible methods of reducing inflation and unemployment, they might consider the following proposals:  
1. Impose an immediate 12-month wage and salary freeze, but allow the money supply and cash limits to grow at rates sufficient to bring about a 1 per cent rise in output, with a consequential fall in unemployment.  
2. Use the 12-month breather in order to hammer out a combination of monetary, fiscal and incomes policies which would permit the achievement of a reasonable combination of economic objectives in future.

To the sceptics who insist that no such combination of policies can ever be found I would reply: Even if you are proved right, and we return at the end of a year to present policies, we shall have a better combination of inflation and unemployment to start from and a better prospect for the future.  
Yours faithfully,  
H. P. LYDALL,  
University of Oxford Institute of Economics and Statistics,  
St Giles Building, 144 High Street, Oxford.

### A bridge too low

From Mr Nigel Seymour  
Sir, The fact that the British Steel Corporation is now publicly advocating the construction of a Channel bridge (report, October 10) is much to be welcomed. But whereas their submission, dated 1979, was previously a secret document, it is now being promoted (not very publicly) as the concept of a high-level bridge with very long spans (about 2km). BSC has now come out in favour of a road-link composed of two lengths of low-level bridge, two artificial islands and a tunnel linking the islands.

Your report makes it clear that this concept is the brainchild of the new chairman, Mr MacGregor; and that his inspiration is the Chesapeake Bay Bridge Tunnel (CBBT). Does not the fact, even though the bridge portions of the CBBT are clear of the shipping channels, there have been several collisions in which out-of-control ships have damaged the bridge? I have before me a United States Coast Guard report on one of these collisions, on 2.19.79, which says, the CBBT had been "closed five times as a result of ship/bridge collisions".

It seems axiomatic that any

Channel bridge should be of the high-level, long-span variety (eg, the Freston Foss design). With this type of bridge it would be impossible for any ship to collide with a span; and the piers, which would be about 1km apart, could be protected by *ecram armoratures* of the type already developed by the French firm Sankank (with the protection of oil rigs in mind) so that an out-of-control tanker could not hit any of them. The creation of islands, which would be very expensive, would be quite unnecessary; and there is no merit in that I can see in having mid-level islands which would be a major obstacle to the construction of a low-level bridge, which would be much cheaper.

What a pity that BSC has switched its support from the high-level bridge, which could well be accepted by maritime interests, to a low-level, CBBT-like structure which will be totally unacceptable to them. And it is not even cheaper!  
Yours faithfully,  
NIGEL SEYMOUR,  
Bathampton Court,  
Taunton,  
Somerset,  
October 12.

### Attacks on the elderly

From Professor Olive Stevenson  
Sir, Many of your readers will have seen the *Men Alive* programme (October 7, BBC 2) on the mugging of elderly people. No doubt they will have been as distressed and shocked as I am, and I am sure they will have been as appalled by the graphic portrayal. However, I am also perplexed and disturbed by four aspects of the programme.  
First, we must ask if such a programme is socially responsible? The incidence of violence against the elderly is a worldwide phenomenon. It is not typical and it would be regrettable if, as a result of the programme, elderly people in other localities became more fearful. The actual extent of much crime nationally is, in fact, not known and the statistics given were misleadingly dogmatic. Age Concern England, in October 1979, launched a national campaign concerning "crime against the elderly" in which we sought to bring the public's attention to the danger of creating excessive anxiety. I fear this programme will have tipped that balance towards the latter.  
Secondly, it is a pity that the programme did not say that victim support schemes are now well estab-

lished in many parts of the country and that older voluntary organisations also play a part in supporting and protecting elderly people.

Thirdly, the now predictable brickbat for the neglectful social services was most unfair. Many social workers and their assistants would have been as distressed and shocked as I am, and I am sure they would have been as appalled by the graphic portrayal. But in the face of constant cries to cut back on expenditure in the personal social services (and this affects the voluntary sector as well), a comprehensive professional crisis strike to elderly victims' services is a truly unselfish service. Can we have the level of provision, it is prepared to pay for.

Fourthly, what a pity there was only a passing reference to the thousands of young people who care in practical terms for their elderly relatives. What is the point of raising public indignation and old people's anxiety in such a diffuse and sensational way?  
Yours,  
OLIVE STEVENSON, Chairman,  
Age Concern England,  
University of Keele,  
Staffordshire,  
October 8.

### Ancient painkillers

From Mrs Stephanie West  
Sir, Dr Barnard's survey of painkillers in the ancient world (October 10) is misleading. That the *Odyssey's* strange description of Helen's wonder-drug corresponds very closely to opium was pointed out by two long-term protectors of the text, and it should be noted that the poet underlines its Egyptian provenance and presents it as something outside normal experience; as with the *Odyssey's* other wonder-drugs, it is a magic drug, not a medicine. It is a pity that the element of fantasy cannot be excluded.

We should treat the passage as a Greek tribute to the superiority of the Egyptian pharmacopoeia in general, and to the knowledge of a particular drug or compound of drugs which the poet might have identified had he chosen to do so; perhaps the experiences of the Greek mercenaries who took service with the Saites during the Peloponnesian War, the fact that the Egyptians knew of analgesics more effective than anything available at home. Much is obscure about the history of opium in antiquity, but this passage certainly does not support the conclusion that it or any other powerful painkiller was familiar to Greek

medicine at the time when the *Odyssey* was composed, most probably in the seventh century.

His other examples scarcely alleviate the grim picture. The hemlock brought Socrates to an inevitably easy death only supports the conclusion, probably enough on other grounds, that Plato's account of his end was not intended to be a documentary record of events. It is a pity that the poet underlines its Egyptian provenance and presents it as something outside normal experience; as with the *Odyssey's* other wonder-drugs, it is a magic drug, not a medicine. It is a pity that the element of fantasy cannot be excluded.

Yours sincerely,  
STEPHANIE WEST,  
Hartford College,  
Oxford.  
October 11.

### Love and marriage

From Mr Peter Hott  
Sir, Mr Clifford Longley (October 13) has given us a lucid and sympathetic comment on the Pope's controversial pronouncements on love and marriage. I would only point out that there is nothing in Catholic teaching to support your correspondent's suggestion that a Catholic wife is bound to submit to her husband's demands whatever the situation.  
The Catholic marriage rite has a clause which firmly stresses the equality and equality of the partnership, and if the husband is the head of the house (as St Paul teaches) it is not to demand unquestioning obedience, but rather stresses

his responsibility and his wife's response in the context of Christian love which demands mutual respect. Catholic teaching constantly seeks to protect the dignity and rights of the female partner, and it is surely what Pope John Paul II is doing in his recent statements.

We should be grateful that in an age which exalts sex as an end in itself, there is at least one institution which can speak out for sex as only meaningful within a loving relationship.  
Yours,  
PETER HOTT,  
15 Herschell Square,  
Kent.  
October 13.

## Attention to detail on the Labour left

From Mr Tony Banks  
Sir, No doubt Mr Chapple (article, October 14) would consider me one of the "sans culottes of the politeness", although actually it was a university and it was some time ago. As an active Labour Party member for over 15 years I supported the campaign for constitutional changes because through them I believe we will secure that accountability of leadership to the rank-and-file which is so essential if a future Labour government is ever to change society rather than just run it. Naturally, I understand Mr Chapple's lack of sympathy for democratic accountability, but he should not be quite so damning of those in the Labour Party who actually believe in the concept.

However, if Mr Chapple is serious about organizing a right-wing fight-back in the party rather than merely writing about it, perhaps he might learn something from the current week's diary of this particular constituency Jacobin.  
Monday, October 13: London Labour Party committee meeting; Tooting branch meeting.  
Tuesday, October 14: Transport and General Workers' Union branch meeting.  
Wednesday, October 15: Labour Coordinating Committee executive; distribution of leaflets in Tooting; ward meeting.  
Thursday, October 16: Rank-and-file Mobilizing Committee; Wandsworth Council by-election.  
Friday, October 17: London Labour Party policy conference.  
Saturday, October 18: London Labour Party policy conference; Tooting autumn sale.

All done in the evenings and no storming of the Bastille. Certainly nothing so exhilarating as causing 260,000 votes at party conference, being interviewed on the television or abusing the left in national newspapers. One day perhaps Mr Chapple and the rest of the "ancient régime" will realize that what they keep calling a left-wing takeover is really the workers they appear to despise in the constituencies demanding a say in the running of our party.

In the meantime, I cannot see Mr Chapple, Mrs Williams, Dr Owen and others from the "quit, quit and quit again" brigade being prepared to acknowledge their exotic world of media audition for the less obvious thrills of collecting subs or organizing revolutionary jumble

sales in Tooting. Encouraged by that thought I will continue addressing envelopes in the shadow of the guillotine, listening to the rattle of the tumblers and waiting for Mr Chapple's head to pop into the basket.  
Yours faithfully,  
TONY BANKS,  
28 Lucian Road, SW17,  
October 15.

### Right honourable

From Mr S. R. W. Wilson  
Sir, May I protest at the remarks you make about Mr Callaghan in your leader of October 14. You say, "If Mr Callaghan were to postpone his retirement, he would in effect be condemning the party for possibly another year to the limp leadership of a lame duck longing for the comforting pool of retirement."  
Mr Callaghan has done his best for both his country and his party, and I feel it is highly questionable whether these words should have been written in the leading article of our foremost newspaper.  
Yours faithfully,  
S. R. W. WILSON,  
Broom Cottage,  
Monteith Close,  
Langton Green,  
Tunbridge Wells,  
Kent.

From Mr Peter Kellner  
Sir, I do not want to gain a reputation for being an admirer of James Callaghan's premiership; but before your valedictory article by Ian Bradley (October 16) becomes a standard reference source, could one piece of egg he removed from the retiring Labour leader's jacket?

Mr Callaghan never said "Crisis? What crisis?" on his return from Guadeloupe in January, 1979. That quote comes from a headline in *The Sun*. What Mr Callaghan actually said was: "I don't think that other people in the world would share the view that there is mounting chaos."

It may not have been the most apt thing Mr Callaghan ever said, but in the context of the North-South dialogue and the problems of the third world, it was not wholly ridiculous either.  
Yours faithfully,  
PETER KELLNER, Political Editor,  
New Statesman,  
10 Great Turnstile, WCI.

### A valid House of Lords

From Mr R. J. Martin  
Sir, The response of Lord Boyd-Carpenter at Brighton to the Labour Party's proposal to abolish the House of Lords is typically unimaginative. "Establishment" thinking. Why do not the Tories get on with the job of safeguarding all the virtues of a democratic system and elected upper Chamber, with safeguards as to the selection of candidates which would put it beyond the control of the political caucuses (and possibly try out proportional representation as well)?

Such a course would be universally popular and they have the majority to put through any legislation they choose. There are no real difficulties except those invented by politicians to preserve the status quo, and if it is not done it will be merely because they do not wish to do it.  
Yours faithfully,  
R. J. MARTIN,  
Glendale,  
East Carleton Road,  
Mulford,  
Norwich,  
October 7.

### Labour and socialism

From Mr Michael Ryan  
Sir, Mr Anthony Cleer's article (October 13) on the recent West German election reveals a remarkable ignorance of West German politics. Firstly, in explaining the success of the Social Democrats (SPD), he completely ignores the crucial role of the Free Democrats (FPD). Had the SPD not chosen to ally itself with the SPD since 1969, the SPD would still be out in the wilderness, since the SPD has never obtained an absolute majority of the vote.

Secondly, he says that "the history of the SPD shows there is no need for any new party, that the centre", implying, presumably, that the SPD is such a party. But, as the recent West German election showed, it is not the SPD which is the centre party in West Germany, but the FPD. Only the FPD in-

creased its share of the vote to any appreciable extent and this was due largely to its support for the more left-wing tendencies in the SPD.

The real reason of the West German election is that if the Labour Party were to surrender its desire (SPD) he completely ignores the crucial role of the Free Democrats (FPD). Had the SPD not chosen to ally itself with the SPD since 1969, the SPD would still be out in the wilderness, since the SPD has never obtained an absolute majority of the vote.

Secondly, he says that "the history of the SPD shows there is no need for any new party, that the centre", implying, presumably, that the SPD is such a party. But, as the recent West German election showed, it is not the SPD which is the centre party in West Germany, but the FPD. Only the FPD in-

### Threat to refugee schools

From Lord McNair  
Sir, When in midsummer (May 26) John Stebbing wrote to you about the threat of closure overhanging UNRWA's schools in Syria and Jordan, you were kind enough to print a letter from me in support (May 29). On September 30, Mr Stebbing, praise-worthily returned to the subject. Today (October 10) my friend Toby Jessel argues that it is from the Arab/Opec countries that the United Nations Relief and Works Agency should seek a lifeline.

Meanwhile, Sir, those schools will close in January, not three months hence, unless somebody produces the money to keep them open. About 150,000 children and their teachers are all Palestinians, and they are all idleness. That is what will happen while we are arguing about which countries have the greater obligation to prevent its happening.

Mr Jessel refers to Mr Rydbeck's most welcome visit to Strasbourg. The occasion of that visit was a debate on a report which had written on the Palestinian refugee situation and the activities of UNRWA. His salient recommendation was that the governments of member states should immediately make special contributions to UNRWA to prevent these school closures. It was adopted unanimously.

Of course it is true that the Arab/Opec countries could and should be more generous, but this year they have already been more generous than in the past. Their attitude is slowly improving. However, I believe that, in these matters where philanthropy and self-interest run

parallel, example is more persuasive than exhortation.

"He gives, twice who gives quickly" January is not far away. Cannot Mr Jessel and other supporters of our own Government see that we have everything to gain by generous action at once? In doing something which is morally right we would be acting in a way which is also politically expedient, increasing our influence with Arabs and Israelis alike.  
I am, Sir, yours,  
McNAIR,  
House of Lords,  
October 10.

### In good company

From Mr Peter George  
Sir, Perhaps Catholics need not necessarily get too fussed about the comparatively high proportion of criminals and social misfits among them (October 3). After all, there was that bit about publicans, harlots, etc going to heaven before priests, lawyers, etc, and love being what really counted.

At the actual scene of execution, when he himself had been sentenced as a criminal by the then establishment, the few members of the church who were around apparently included a good thief and a former whore.  
Admittedly the first Pope seems to have been rather too nervous just at that time to acknowledge he was "one of them", but one is prepared to bet most of us would make up for it later.  
Yours faithfully,  
PETER GEORGE,  
Lincoln's Inn, WC2,  
October 14.

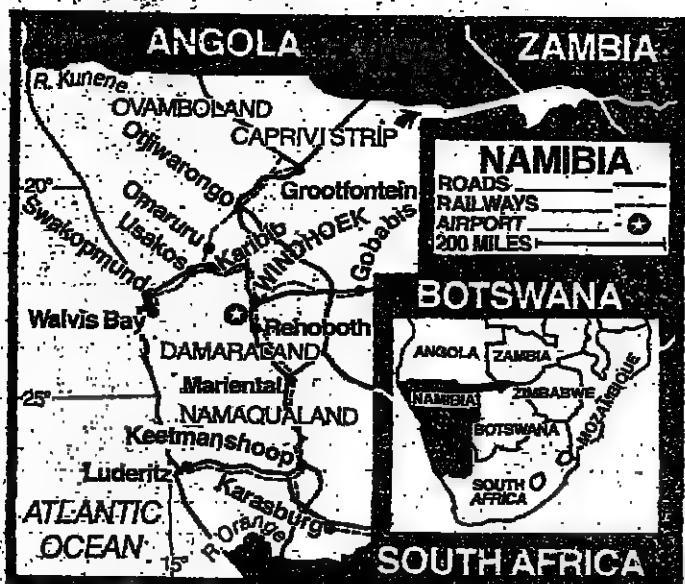






# FOREIGN REPORT

## The long legal and political struggle over Namibia



### Political parties

Swapo: Founded in 1969, the South West African People's Organisation (SWAPO) is the only significant Namibian liberation movement and believed to have extensive popular support, particularly among the Ovambo and Herero peoples. A national conference in 1977 elected Mr. Sam Nujoma as president. The party is banned in South Africa and is considered a terrorist organisation by the South African Government. It is active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly. The party is active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly.

United Nations: Through its Council for Namibia, the UN is technically the legal authority for the territory, power lies with the South African Government. The UN has been active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly. The party is active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly.

South Africa: The South African Government has been active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly. The party is active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly.

South Africa: The South African Government has been active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly. The party is active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly.

South Africa: The South African Government has been active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly. The party is active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly.

### Chronology

- 1884 German colonization of South West Africa.
- 1915 German surrender to South Africa.
- 1920 Mandate conferred on South Africa by the League of Nations.
- 1946 UN trusteeship replaces mandate.
- 1947 South Africa refuses mandate.
- 1960 Swapo founded.
- 1966 Swapo launches armed struggle.
- 1967 UN Council for Namibia set up.
- 1971 International Court of Justice rules South African occupation as illegal.
- 1972/73 Apartheid talks between UN Secretary-General's special representative and South Africa on independence.
- 1973 Mass arrests of Swapo members in Ovambo and Herero areas.
- 1974 UN Security Council resolution 385 calls for South African withdrawal from Namibia.
- 1975 Turnhalle conference begins.
- 1976 UN Security Council resolution calls for UN supervised elections.
- 1977 South Africa returns administration of Walvis Bay to Cape Province.
- 1978 South Africa returns administration of Walvis Bay to Cape Province.

South Africa: The South African Government has been active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly. The party is active in the United Nations and is the only African organisation to have been granted observer status at the United Nations General Assembly.

## Secretarial and Non-secretarial Appointments

LA CREME DE LA CREME

### Old Head-Young Shoulders

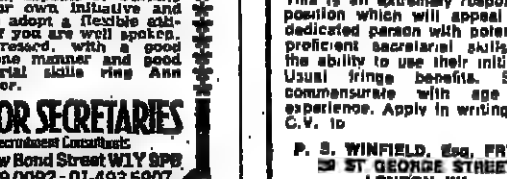
Our Chairman—Dr Balfour-Lynne—heads the European Region of AMI, world leaders in independent health care. He is an active public figure in both business and professional sectors. We are trying to find him a young but mature person to work in his suite of offices overlooking Regents Park.

The work load is heavy and varied, involving a lot of shorthand and typing, often under pressure. The successful man or woman will be exceptional in the presentation and organization of their work.

You would be working alongside the Chairman's Executive Secretary and with his Personal Assistant as part of a team taking care of the office systems and daily activities.

Salary negotiable c. £5,000 per annum, with 4 weeks' holidays, PPP after 6 months, and other benefits.

In the first instance, those interested should either telephone or write, giving personal and career details, to Mr Robin Scott, Director of Personnel, American Medical (Europe) Ltd., 47 Cornwall Terrace, Regents Park, London NW1 4QP.



TRAVEL PA/SECRETARY £6,000

PERSONNEL + INTEREST IN TRAVEL CIRCA £5,000 A.A.E.

SECRETARIAL

RECEPTION

YOU DESERVE THE BEST

COVENT GARDEN

PART TIME SECRETARY/PA

SECRETARIAL

RECEPTION

YOU DESERVE THE BEST

COVENT GARDEN

PART TIME SECRETARY/PA

SECRETARIAL

RECEPTION

YOU DESERVE THE BEST

COVENT GARDEN

PART TIME SECRETARY/PA

SECRETARIAL

## Appointments Vacant

UNIVERSITY APPOINTMENTS

### THE UNIVERSITY OF MANCHESTER CHAIR OF ELECTRICAL ENGINEERING

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### THE UNIVERSITY OF Hull FULLY QUALIFIED CAPTAIN-ENGINEER

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### ADMINISTRATIVE ASSISTANT TWO POSITS

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### UNIVERSITY COLLEGE Cardiff ACCOUNTANT

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### PUBLIC AND EDUCATIONAL APPOINTMENTS

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### BRISTOL Colston's Girls' School, Cheltenham Road, Bristol BS6 5RD

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### GENERAL VACANCIES

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### MISCELLANEOUS FINANCIAL

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### COMMERCIAL SERVICES

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### PLANT & MACHINERY

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### BUSINESS OPPORTUNITIES

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### PUBLIC NOTICES

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### EDUCATIONAL

Applications are invited for the above Chair from persons in any branch of the subject, but particularly from those with an interest in Communications Systems. Consideration will be given to persons with an industrial or academic background. The Chair is in the Department of Electrical Engineering and is held by Professor Ronald Cooper and G. R. Hoffman. Particulars of the appointment may be obtained from the Registrar. Applications (two copies, one suitable for photocopying) giving full details of qualifications, experience, research etc., and the names and addresses of three persons to whom reference may be made should be sent to the Registrar, The University, Manchester M13 9PL by October 30th, 1980. Quote ref. 210/80/7.

### Our presence will make your heart grow fonder.

If you are resident overseas, the best way of keeping in touch with events back home is by reading The Times. However, due to rising costs and to avoid any unnecessary wastage of newsprint, The Times has reduced the number of copies offered for casual sale both at home and abroad.

Don't risk losing touch. Place a subscription with The Times and be sure of your daily copy. For further information and subscription details, write to The Subscriptions Manager, The Times, New Printing House Square, London WC1X 8EZ.



**BELL'S**  
SCOTCH WHISKY  
**BELL'S**

## Stock Exchange Prices

## Equities marked lower

ACCOUNT DAYS: Dealings Began, Oct. 13. Dealings End, Oct. 24. Contango Day, Oct. 27. Settlement Day, Nov. 3.

§ Forward bargains are permitted on two previous days

**BELL'S**  
SCOTCH WHISKY  
**BELL'S**

United  
Emirate  
oil price  
freeze w

[illegible]









## US demand for freer trade with Japan

Mr William Miller, United States Treasury Secretary, asked the Japanese Government to reduce trade barriers which are keeping American products out of Japan, in return for continued resistance to protectionist pressures within the United States.

In New York, Mr Miller said the United States would continue to resist pressures to bar Japanese imports, but that Japan had to make its economy more open to American products.

Specifically, he said United States firms should be given greater opportunity to provide communications equipment to Nippon Telephone Telegraph.

French prices for petrol, diesel and heating oils are going up from today. Premium petrol will cost 3.51 francs (35p) per litre, up from 3.43 francs, diesel oil 2.49 francs, up from 2.43 francs, and heating oil 1.85 francs, up from 1.65 francs.

**Rates unchanged**  
The West German discount and Lombard rates remain unchanged, though the Federal bank is to provide as much as DM9,000m (about £2,000m) extra liquidity to banks and credit institutions.

**Shell contract**  
Shell Oil is likely to award a 70,000-ton yen (£141.4m) order to a group of Japanese and Dutch companies to modernise its oil refinery at Whangarei, New Zealand.

**Fiat defiance**  
Workers at the Fiat car company's main factories in Turin rejected union-backed plans to end the five-week dispute that has almost brought production to a standstill. The plans involve some 23,000 layoffs.

**US television record**  
The United States produced a record 2.7 million colour television sets in the second quarter of 1980, but 29.5 per cent were made from foreign parts.

**French car market**  
Foreign cars took 22 per cent of the French car market in the first eight months of 1980 compared with 21.8 per cent in the same 1979 period.

Fringe benefits prove an increasingly important factor

## Managers still lag in wage rises

Despite freedom from income controls, salaries of managers are not rising as quickly as wages and salaries are only marginally ahead of inflation. A survey by Inibucan management consultants yesterday shows that the average salaries of managers rose by 2.9 per cent during the year ending in July. This compares with the 2.6 per cent rise in earnings in weekly wage packets according to latest government figures.

The survey shows that the average gross salary of managers rose from £10,687 to £12,677, a rise of 18.6 per cent. Net salaries went up from an average of £8,490 to £9,933 after tax, a rise of just over 17 per cent. During the same period the retail price index increased by 16.9 per cent.

Fringe benefits, however, are an increasingly important component of managers' remuneration. The survey shows that 72 per cent now have a company car compared with 69 per cent a year ago, and 58 per cent enjoy free private medical insurance compared with 50.6 per cent in 1979.

Company secretaries, financial marketing, training and personnel research and data processing executives' salaries

increased by more than the average during the year. Those of managing directors, general managers, export salesmen and work study executives were among the categories whose salaries went up by less than the average.

The survey, the nineteenth of an annual series, also shows that the age of the typical United Kingdom executive has increased slightly over the year from 44 to 45 and is likely to have been doing his present job for 5.0 years (compared with 4.9 years in 1979).

Apart from managing directors, company secretaries are the highest paid and a high proportion (28 out of 106) also have seats on the board. Heads of work study have the lowest average salary of any of the jobs surveyed and none of the sample of 141 work study heads is a director.

Other executives close to the bottom of the salary league table are those dealing with training, whose average salary was £9,533, and again none of those surveyed was on the board.

Chief engineers are also at the low end of the salary table with an average of £10,483. Only 30 out of 397 were directors and 56 per cent had company cars.

Sales executives are most likely to get a rise over the year. Out of 337 surveyed, 329 or 97 per cent were directors from the group responsible for all sales.

Contrary to accepted belief, data processing executives do not necessarily receive particularly high salaries. A separate section in the survey dealing with data processing staff shows that even DP heads (which titles such as data processing manager, head of computer services or computer manager) shows average salaries of only £11,794—less than managers in general.

As is to be expected in a comparatively new profession, DP managers are likely to be younger than their colleagues in other areas and to have spent significantly less time with the same company. The survey shows the average age of DP heads as 41 and the average company service as 9 to 7 years.

The survey covers 669 companies and 3,200 individual executives. It is published by Inibucan Management Consultants, Salary Research Unit, 197 Knightsbridge, London SW7 1RN. £80 per copy.

Patricia Tisdall

## Restrictions on metal can makers relaxed as competition increases

By Derek Harris

Three companies are being released from undertakings given after a Monopolies Commission investigation in 1979 because competition in metal can manufacturing has increased.

The decision means Metal Box, dominant supplier of cans in Britain, together with Reed, part of American Can, and Crown, also American based, can enter into agreements of more than two years with customers.

But Metal Box will remain bound by a number of other undertakings, one of which allows the granting of special discounts to customers in return for taking the whole, or a specified proportion, of their can and aerosol needs from Metal Box.

Mr Gordon Borrie, Director General of Fair Trading, who recommended the easing on undertakings by the Government, will continue to keep the metal containers market under review. It was emphasised yesterday that he could always make another monopoly reference or take action under the Government's new competition legislation which covers investigation of single companies for anti-competitive behaviour.

The undertakings on long-term contracts were no longer relevant to the changed metal containers market. The Department of Trade said yesterday.

One change has replaced three pieces, cans with two pieces, mainly for beer and other drinks.

Mr Borrie found in a review of the market that the entry of two United States based com-

panies, National Can Corporation and Continental Can, had opened up competition in this area of the container industry. As a result Metal Box's share of this sector, put at more than 90 per cent by the Monopolies Commission, had fallen considerably, Mr Borrie found.

The Commission estimated Metal Box's share of the whole metal containers market, including aerosols, at 77 per cent at the time of its inquiry. But it did not find the monopoly situation in itself to operate against the public interest, because Metal Box was forced on the whole to act fairly and efficiently to maintain market share.

The company has undertaken to provide some additional information to Mr Borrie so he can assess the effect of the changes made in the undertakings.

## More foreign package holidays on offer

By Our Commercial Editor

Two more companies have announced extra foreign package holidays next summer, indicating that next year at least 500,000 extra holidays will be on offer, a 15 per cent capacity increase, despite the fact that the market is expected to be static.

Thomas Cook Holidays is increasing capacity by 25 per cent next summer, with a wider range of United States trips. And Intasun, one of the top three package tour operators, while increasing capacity by 20 per cent, is pegging price increases to an average 5 per cent.

Barle has been joined among the operators to secure a bigger slice of next year's market after this year's 10 per cent expansion. One Intasun special offers is for a one-week Miami Beach holiday at £149, £30 cheaper than last year's special offer. Intasun claims it will be offering around 1,000 bargain offers in May.

Because of sterling's strength, last summer should have been profitable for the tour operators, although there was a dip in demand mid-season and then a rush of late bookings.

Intasun carried 375,000 passengers at a "highly profitable" load factor of 93 per cent, according to Mr Harry Goodman, Intasun's chairman.

Its pioneering of Miami Beach holidays appears to have paid off, the 100,000 or so holidaymakers carried showing a satisfaction rate of 80 per cent. Florida's heat and humidity in high summer turned out not to be a problem.

## LETTERS TO THE EDITOR

### 'Unfair' Yarrow compensation

From Mr I. A. D. Mann

Sir, I refer to the report that Yarrow and Company Limited has decided to accept the Government's Final Offer of £6,000,000 for its former naval shipbuilding subsidiary which was nationalised in 1977.

As finance director of the Yarrow Group, I have been involved in the debate over the compensation formula since the Bill was first introduced in 1974. Our efforts to convince the previous Government that the compensation basis was unfair and illogical were unsuccessful, as have been our attempts to persuade the present Government to amend the formula, if necessary by further legislation.

The Government has itself agreed that the compensation terms are "grossly unfair to some of the companies concerned" and its stated reason for being unwilling to amend these terms has been described as "invalid" by the chairman of the Stock Exchange.

My purpose in writing this letter is to draw to your attention

the dangerous precedent which has been set by leaving this compensation formula on the statute book. Directors and shareholders of other companies which may be subject to nationalisation under a future Labour Government should be aware that if the same formula is applied to their firms, grossly inadequate compensation will be the result.

The unfairness of the present formula is best illustrated by comparing its terms with the normal situation when a company is being valued for acquisition or a takeover bid.

1. Has any company been acquired at a price based on the company's value four years earlier, with no account taken of the probability of the company in the intervening years?

2. Has any takeover been made exactly based on the quoted share price before the bid was made, with no premium for outright ownership and control?

3. Has any privately-owned company been valued as the

national price at which shares would have been sold if the company had listed?

4. Has any acquisition price been paid several years after the acquisition, thereby allowing the effect of inflation to intervene?

Every one of these is embodied in the ship compensation formula. I wonder that the terms have been described as grossly unfair to the companies concerned considering an 80 per cent European Court?

I believe that the Government should re-evaluate its decision and should amend the legislation to correct this injustice, removing the precedent being set.

I. A. D. MANN, Finance Director, Yarrow and Company, Chester Cross, Tower, Glasgow G2 4UN.

## Canadian tariff reductions

From Mr Rodney de Charnoy Grey

Sir, The comments in the "Balkanisation" of the Canadian provincial government procurement market by Mr Frank Vogl (October 9) are fair enough, and useful, although I understood he was not writing about all contracts, only about provincial preferences in government contracts.

However, your reporter goes on to volunteer some information on other aspects of trade policy in Canada. His reports that "the Federal Government has supported national protectionist trade policies that have benefited central Canadian industry, while raising general living costs" are, in my view, grossly exaggerated. The analytical work on which such rough calculations were based was done many years ago. It was based on the assumption that all imports are properly valued at Customs and that Canadian manufacturers can price up to the tariff. Most of the evidence suggests that neither of these assumptions is valid. Moreover, in Canada there is the constant discipline of vigorous retail price competition.

Trade policy in a small regionalized country very dependent on exports is a difficult issue; it is not to be simplified not oversimplified.

Yours truly, R. DE C GREY, Ambassador for Canada for the Tokyo Round, and Special Adviser, Government of Ontario, Ontario House, Charles II Street, London SW1Y 4QS.

**New Zealand's Khyber Pass**  
Symonds Street in the central area of the city. Presumably it acquired its rather bizarre name in the days when India was the chief jewel of Queen Victoria's imperial crown.

Yours faithfully, T. M. ALDERWICK, 124 Chickadee Terrace, Brighton, Sussex.

From Miss T. M. Alderwick, Sir, In regard to the unmaking of yet another bogus trade directory company (October 14) I was intrigued to observe that Miss Muller came to the right conclusion for the wrong reason. There really is a Khyber Pass in Auckland, New Zealand. It is a main road running from Broadway Newmarket to

## Inadequacies in marketing

From Dr Anthony S. B. Canon Austin

(October 6) I received a lot of two similar problems have encountered.

I teach microbiology in a replacement unit for biological units. When I taught the drug market, suppliers from which I had been dismissed because of lack of a suggested that they be others in the position that I was, so I had also been dismissed the same way.

I have also been dismissed from a position that I was, so I had also been dismissed the same way.

I have also been dismissed from a position that I was, so I had also been dismissed the same way.

I have also been dismissed from a position that I was, so I had also been dismissed the same way.

I have also been dismissed from a position that I was, so I had also been dismissed the same way.

I have also been dismissed from a position that I was, so I had also been dismissed the same way.

I have also been dismissed from a position that I was, so I had also been dismissed the same way.

I have also been dismissed from a position that I was, so I had also been dismissed the same way.

I have also been dismissed from a position that I was, so I had also been dismissed the same way.

I have also been dismissed from a position that I was, so I had also been dismissed the same way.

## Wiggins Teape starts £36m investment

By Edward Townsend

Wiggins Teape, the BAT Industries papermaking subsidiary, yesterday began a new paper coating operation at its Ely mill near Cardiff, the first part of a £36m investment programme.

The development, described as among the most advanced in Europe, will increase the company's capacity to produce carbonless copying paper in Britain from 70,000 tonnes a year to 100,000 tonnes a year.

More than £26m of the investment will be at the Ely mill. The balance will be spent on updating and modifying machinery at the company's Treforest factory, which is also near Cardiff, and at its Dartford mill in Kent.

Wiggins Teape's expansion has been welcomed by the United Kingdom paper and board industry which has been suffering from big cutbacks in the past year. Papermakers have failed to persuade the Government to "grant concessions particularly in the area of

energy prices, to prevent further closures and job losses. Among the main casualties have been the newspaper operations of Bowater and Reed, which resulted in joint union-industry requests for assistance to the Prime Minister.

Wiggins Teape, which employs 10,300 staff in the United Kingdom and last year achieved a turnover of £542m, is the country's third largest paper producer. It has been particularly successful in making and selling office stationery and now claims to be Europe's largest producer of carbonless paper.

The world market for carbonless paper has grown rapidly in the past 25 years and Wiggins Teape estimates its share at £130m a year. The company produces the paper, called Iden, in Belgium as well as Britain and exports from South Wales are said to be worth £20m a year.

The company said yesterday that prospects were encouraging. Growth in exports to the Middle East, Africa and South America is expected.

## Restocking may end furniture sales slump

By Our Commercial Editor

The worst of the downturn in furniture sales may be over, with forecasts deliveries to the shops up 12.5 per cent this month compared with September. Signs are that orders are gradually climbing from July's low, according to Mr Malcolm Perring, chairman of the Furniture Information Council.

Mr Perring said yesterday: "We believe that the severe destocking which took place in the first six months of the year is virtually at an end. Retailers have started to reorder from the factories to meet improved consumer demand."

Statistical projections for the industry were showing a 13 per cent increase in retail sales in all furniture shops this month compared with September, Mr Perring said.

But the improvement in deliveries has to be set against the comparison with October last year. Even if this month's deliveries come up to forecast, they will still be nearly 11 per cent down on last year.

In the first eight months of this year there was an industry decline of between 15 and 16 per cent in volume, according to Mr Perring. But the volume

fall may be back to around 12 per cent for the year so far because of "extensive price-cutting to move a glut of stocks."

"This has obviously been adverse for profit margins but the volume fall is not now quite so bad as feared," Mr Perring added.

Although the destocked shops may now be taking in more deliveries, it remains to be seen whether actual sales will rise as forecast. But the manufacturers have also taken some comfort from predictions by the House Builders' Federation of an imminent upturn in the housing market.

Any expansion of house starts or completions is normally reflected in increased furniture sales. Mr Perring pointed to other business forecasts that hope completions in the private sector would rise by nearly 5 per cent next year, with further rises in floor-coverings claimed to have better growth potential as a sector than many other consumer durables.

An increase in the furniture and floor covering market of 2.6 per cent a year from now until 1985 was forecast, Mr Perring said.



STATEMENT BY THE CHAIRMAN  
Lord Sieff of Brimpton, O.B.E., B.A.

During the last six months economic recession has deepened, unemployment increased and inflation remained high. In these circumstances our sales are encouraging, particularly as there has been an improvement in August and September.

The recent improvement is largely due to better values in clothing and foodstuffs where, as a result of co-operation with our suppliers, we have substantially reduced the price of a number of major items. Our clothing prices are now only 2% and our food prices 8% higher than a year ago. These improved values have been achieved while maintaining St. Michael high quality standards.

If the present trend continues we expect the full year's profits to be satisfactory.

We have continued our long term policy of 'Buying British'. In recent years a number of major suppliers have invested substantially in the most modern equipment. By working closely with them we have

been able in nearly all cases, successfully to meet the challenge of imported clothing.

On April 1st we awarded salary increases to our staff three months earlier than last year. As a result, compared with last year, the first six months' costs include an additional quarter's salary increase amounting to approximately £3¼ million. This now completes the rephasing of our salary reviews which we intend to take place at the beginning of April in future years.

Our Canadian operation is making progress. In Europe we face similar economic problems to the U.K. A substantial proportion of the merchandise sold is manufactured in the U.K. and margins have suffered from the strength of sterling.

The Directors have declared an interim dividend of 1.5p per share, the same as last year, which will be paid on 16th January 1981 to shareholders whose names are on the Register of Members at the close of business on 14th November 1980.

St Michael

The unaudited results of the Group for the first half of the financial year ending 31st March 1981 are announced as follows:

GROUP SALES (excluding VAT and other Sales Taxes)	26 Weeks Ended:		Year Ended:
	27th Sept 1980	29th Sept 1979	31st Mar 1980
United Kingdom stores	502,228	472,595	1,022,588
Clothing and other merchandise	285,815	240,912	520,997
Foodstuffs	788,643	713,507	1,543,585
Overseas stores	15,730	12,813	28,448
Europe	30,233	27,937	69,667
Canada	10,886	12,542	26,285
Direct export sales outside the group	845,692	766,799	1,667,995
GROUP PROFIT BEFORE TAXATION	69,502	78,153	270,542
The United Kingdom (Note 1)	338	712	1,861
Europe	(223) loss	(1,481) loss	1,248
Canada	68,917	77,384	273,651
TAXATION (Note 2)	33,900	36,000	78,900
U.K.	108	189	368
Overseas	33,808	36,189	79,268
GROUP PROFIT AFTER TAXATION	35,309	41,195	24,583
Profit/(Loss) attributable to minority interests	(390)	(615)	519
PROFIT ATTRIBUTABLE TO MARKS & SPENCER LIMITED	35,699	41,810	25,102
Earnings per share (pence)	2.74p	3.21p	7.21p

Notes on 26 weeks' figures—

- The figures include the profit earned on sales of fixed assets of £1,132,000 compared with £526,000 last year and £3,532,000 for the full year, last year.
- The taxation figure for last year has been adjusted to reflect the actual rate of taxation on the year's profit.
- Current cost accounts have not been prepared at the half year because of the difficulties of doing so in the time available.



BY THE FINANCIAL EDITOR

## Explanations at the Mansion House

ardly surprising, both the Chancellor and the Governor of the Bank of England played last month's Treasury record in the Mansion House last night. The money only may have begun this summer, but were reasonable explanations, this could half of the financial year will be much better, with significantly lower public sector borrowing and a moderation in the rate of inflation. But just as the Treasury record proved rather less than the bit when first played, so the latest year, even with more tough words on the public sector and some still more optimistic ones on inflation, may not quite set its sights high.

Certainly, there are a number of encouraging signs of improvement, both on the monetary front and on the real economy. The key, as far as financial markets are concerned, is just how the Government's words on the public sector are to be read into action. Market consensus is that the present policies PSBR will overshoot in year and be even further off target in years to come. Until the government demonstrates that it is serious about the situation, it will continue to look at the prospect of a steadily rising interest rate, with more in a stable situation.

As for the future of monetary control, the Chancellor's speech made it clear that the Chancellor sees rather than a head for change. The Governor, at the end of the day, more said that monetary control must mean that temporary surges and distortions would more likely be passed on to the real economy.

### Spencer's Strategic Response

superficial response would be that if Sir Spencer is reporting lower profits, it is a situation must be desperate. It is true for the first time since the early 1950s that the profits of the major companies are showing a decline in profit. It is to £63m in the six months to September, although that reflects an advanced try award cost of £3.75m.

But the situation is not so desperate. High Street, though it is very bad for a year, is the background to a market, as simple as it appears, is sales figures showing a gain of just over 10 per cent in the period, with really quite "zing" gains in some areas such as British 1 sales and European operations, suggest it has happened.

Profits have been shrunk to some extent deliberately to maintain, and if possible, to improve market share. This, following last year's policy of price-cutting to maintain the idiom, has been achieved by strategic liquidation of the close relationship with Marks & Spencer's, and the fact that since it still sells 90 per cent of its goods through its stores outside Canada.

he outcome is that its United Kingdom prices on textile goods have risen by 2 per cent during the last 12 months, on foods by 8 per cent. Collaboration with Marks & Spencer's has been used to efficiency and economy.

he corollary, as the stock market seemed to notice, is that Marks is continuing to tighten its trading position, and the better August and September picked up, and the end of the year will be a profit outcome the year will be a success.

there is enough optimism here to calm fears and the view that Marks is losing its substantial advance, makes the case, up to 100p against the market today, yielding 44 per cent as attractive, key have been for perhaps three years.

benhams looking for a runner to turn

benhams, meanwhile, looks as though it off its peripheral businesses and moved to its department stores roots in the nick of time since with such a wretched trading period in the 28 weeks to the middle



Mr Robert Thornton, chairman of Debenhams

figures from £4.73m to £1.29m and there is now a current cost loss of £2.63m. Worse still for a group that has to keep a weather eye on liquidity, the rise in the tax charge because of ACT payments and the absence of last year's exceptional credits has sliced attributable profits from £3.75m to nothing.

On a slightly brighter note costs are being contained in line with the growth of sales. Staff costs offsetting last April's 14 per cent wage award. But the market, having been misled so often in the past, is unlikely to be impressed with the brave face Debenhams is now putting on. Volume has apparently been picking up, over the last couple of months but margins are still under pressure.

The balance sheet should be looking better at the year end with surplus property sales helping to reduce borrowings. Profits should emerge at £19.14m that with the 10 per cent dividend the 11 per cent yield at 90 per cent is the main support particularly as bid rumours are likely to drop down while the retail price is under such pressure.

Debenhams in BL shares report a steady stream of buyers, and the shares are marking a firm at 25p after rising quickly from this year's low of 10p. There are around 88,000 shareholders, against one per cent of the equity (with the NEB holding the rest) following the 1978 scheme of arrangement.

Debenhams holders who chose to stay with the company rather than be paid off in cash, will be disappointed now they are to be paid off in cash. The company is to be sold to a new owner, and the shares are to be sold at 10p.

So the shares could well hold up. From next May, anyone on the register for more than six months of 1,000 plus shares will, continue to get the discount.

A new Belgian coalition government was announced yesterday. Peter Norman looks at the country's economic problems

## Can Mr Martens stop the rot?



The proposals of Mr Martens (left) include a crackdown on unemployment benefit abuse, greater efforts to combat tax evasion, and setting zero growth rates in government spending areas which do not have priority status.

Brussels. When Mr Wilfried Martens emerged in the early hours of yesterday morning to announce that he had reached agreement on the establishment of a new Belgian coalition government, he expressed the hope that it might last until 1983.

A prime minister in any other Western country entertaining such limited ambitions might be accused of being unnecessarily timid. But in Mr Martens's case, it was more a declaration that he intends to stay the course and not succumb to the temptation of a government which will finally get to grips with Belgium's economic problems.

For although the new government will be the fourth that the Flemish Christian Democrats have headed since he first moved into the Belgian prime minister's office in April last year, it will be the first that has been able to address itself primarily to economic affairs.

The third Martens government of Christian Socialists and Liberal Parties partially resolved the constitutional issue of turning Belgium into a federal state before falling at the beginning of last week over proposals to reform the finances of the country's social security system.

The nature of its demise could strengthen the resolve of Mr Martens's fourth government. The new slimmed-down four-party coalition of the Flemish and French speaking Christian Democrats and Socialist Parties must now act after years of legislative neglect in which government action over the state of the economy has invariably been sacrificed to wrangling and compromise over Belgium's divisive language issue.

While the politicians have argued, the Belgian economy has been going rapidly downhill.

The country has the highest rate of unemployment in the European Community at around 10 per cent of the working population. Since the start of 1974, public spending has run ahead of revenues so that Belgium now has the highest level of state indebtedness per head of population of any Western industrial country and the public sec-

tor's net borrowing requirement has risen to around 9 per cent of gross national product.

The Belgians can point to some success in combating inflation, at present running at an annual rate of just over 6 per cent.

But the sacrifices involved in achieving success on the price front have been enormous. A key element of the strategy has been to maintain the external value of the Belgian franc as a way of reducing the cost of imported goods.

This has involved maintaining interest rates at extremely high "real" levels when compared to the rate of inflation. The annual yield on Ministry of Finance Treasury Bills is 12.6 per cent or double the rate of inflation.

Partly as a result of the hard franc policy, Belgian unit labour costs are higher than those in any major trading partner. This has not only made competition on international markets more difficult but has reduced in a trickle the once strong flow of new foreign investment into the country.

Mr Martens's fourth government cannot, of course, solve these problems

at a stroke. But in the negotiations up to the final agreement on a new coalition between the Socialist and Liberal Parties, he marked out fairly clearly where he would set the economic policy priorities.

A key aspect of his policy is wage restraint. The third Martens government suffered a humiliating setback in the summer when its plans to impose a levy of 2 per cent on public sector wages, transferring proceeds into a special pension fund, foundered on trade union opposition.

This time, apart from a decision to cut the salaries of political appointees by 5 per cent from the beginning of next year, Mr Martens seems determined to enforce pay norms first in the private sector and then apply them later to public employees.

The prime minister has offered three choices. Under the simplest, wage increases should be limited for a two-year period to the rise indicated by the cost of living index. The alternative would allow increases above the index level but employers would be heavily penalized.

One model envisages taking half of

the workers's wage increase and depositing this in a special "Solidarity Fund" to which the employer would then have to contribute the same amount. The other would ensure that any company paying more than the increase in the index is penalized by the withdrawal of subsidies and tax advantages.

The "carrot" part of the Martens's proposals includes assistance to the construction industry in the form of a reduction in the value added tax on flat and house building from 16 per cent to 6 per cent for contracts to a value of 400,000 francs (£5,700), and making some 3,000m francs available to small and medium enterprises to ease their cost burdens and stimulate employment.

His proposals on the economy will include a crackdown on abuses of the unemployment benefit system, greater efforts to combat tax evasion, and the setting of zero growth rates in areas of government spending that are neither indexed nor have special priority status.

The government is also committed to reforming the finances of the social security system which is expected to have a deficit of 34,000m francs next year, but is leaving the details to be worked out with "the principal social partners".

Overall, the government wants to reduce the public sector borrowing requirement as a percentage of gross national product by 1 per cent a year.

Now that the coalition has been formed, both sides of industry, and in particular the Belgian trade union movement, are likely to prove the biggest problem for Mr Martens's economic plans. The FGTE, the Socialist wing of the Belgian trade union movement, has already voiced its outright opposition to compulsory pay restraint.

At the other end of the political spectrum, the self-employed entrepreneurs, who can be expected to bear a heavy burden of the final social services reform package, were out in force in Brussels three days ago in a demonstration that at times began to look uncomfortably like a riot.

### Technology

## Fresh interest in the electric car

The electric car for long something of a technological curiosity is attracting increased commercial interest.

In Japan, America and most European countries, electricity suppliers, tyre manufacturers, car producers, battery experts, motor designers and copper mining companies are directing their attention to the development of the new technology.

This is a departure from the early days, when such research was funded and encouraged largely at government level.

In the United Kingdom there are about 45,000 electric road vehicles and 130,000 industrial trucks in regular use. Lucas, which has spearheaded the British battery research along with Chloride, announced earlier this week that it will, in the form of Prince Philip, will soon be seen behind the wheel of a seven-seater electric car.

The electric car has a heritage as old as the conventional petrol-driven engine. One of the first cars was built in 1834, an electric car, and for many years it was not quite certain which type would win. In the end, because of the vast distances to be covered by road in America, the petrol engine, which could be refuelled locally, fuel became established and altered the course of mechanical history.

But the electric vehicle put up a struggle. There were a number of them in the early days: in America, said New York, Boston and even Berlin had a number of electric taxis. The world speed record in 1899 was held by an electric

vehicle with a speed of 60 miles an hour.

The drawbacks of electric vehicles are obvious. The main technical constraint is still one which has tested the ingenuity of the technicians for decades - how to produce a lightweight battery capable of powering a car over a long distance without the need for frequent recharging.

Even in the royal limousine the 216-olt lightweight battery housed in its own detachable

### A heritage as old as the petrol driven engine

tray beneath the chassis, drives 40 kilowatt electric traction motor capable of powering the car only to a top speed of 50 mph, with a range of up to 70 miles. A significant commercial problem in the cost of battery replacement.

Advances have been made over the years. In Britain Lucas is exploring a technology of nickel-zinc batteries, while Chloride has devoted most of its energies to the development of the sodium-sulphur cell.

In the United States Gulf and Esso, industrial has developed an electric engine using zinc-chloride cells, capable of driving a "payload" of four people over a 200-mile range at 35 mph. The American system uses a power source of

60 cells to drive a 40Kw DC motor.

General Motors has a nickel oxide battery which it claims is capable of storing up to two and a half times the energy of a conventional lead-acid unit.

An economic battery must not only be cheap, it must have a long life. According to GM, its battery retains 70 per cent of its energy capacity even after 300 charges.

But the time taken to recharge a battery is usually between six and eight hours. This is an area to which much research effort has been directed. The latest designs of battery chargers have electronic controls measuring the period of the gas discharge when the battery is being recharged. The intensity of the gas is measured and used to trigger a sensitive mechanism controlling the electric current recharging the battery. This minimizes wear and damage to the battery cells.

A corollary of this technique will be a microprocessor in the car itself, controlling its entire functions and not unlike those developed for the petrol engine.

Computer control has been adopted by the Japanese company Daihatsu, which says that it has three models which can be recharged in just over 30 minutes because of a computer-controlled charging system.

It plans to launch a car in March capable of a 50-mile range at a top speed of 70 mph. A recharge time of half an hour and an expected battery life of more than a thousand recharging cycles.

For the Japanese the research is the result of a decade of encouragement by the Japan Industrial Technology Association, the Japan Electric Vehicle Association and the Electric Vehicle Engineering Research Association which was established in 1978 and has a

budget for research of £2m over the next five years.

In Britain the electric vehicle research programme gained a new impetus, as it did in most Western countries, in the late sixties for a variety of reasons, mainly because of fears of reducing energy supplies and concern about toxic exhausts, fumes in certain working environments.

In a report last month, the Lords Select Committee on Science and Technology recommended that the Government should continue to provide financial support, in the decade to 1983 the Government will have provided £5.4m for such research. The report cast doubt on the economic potential of the purely electric powered car but called for more government

The economics of the electric car may in the end be dictated by competition. By 1984 General Motors is hoping to produce an electric car for sale and the Japanese plan to produce 200,000 of their own cars by 1985. But its success may depend more on the supply, distribution, and cost of electricity.

At present Lucas says that its vans cost 1p to 2p a mile as compared with local electricity charges.

Apart from the possibility of providing recharging points on the roadside, the electricity supply industry would have to gear itself to new peak demands, particularly overnight.

According to Professor R. E. Goodson, of Purdue University in Indiana, writing in the March, 1980, edition of *Electric Vehicle Developments*, a fleet of 625,000 electric vehicles could replace the same number of internal combustion-powered vehicles travelling an average of 60 kilometres per day at 20 km a gallon, which is a saving of approximately 50,000 barrels a day of petrol. The electricity required for the fleet would be about 30,000 megawatt hours (MWh) of energy each day.

The Central Electricity Generating Board generated 219 million MWh in 1979-80 or 600,000 MWh a day.

Another crucial factor could be the availability of copper. The United States, Japan and Western Europe use about 3.5 million tonnes of copper a year in electrical and electronic connections—half their total consumption.

Some American prototypes have used 150 lb worth of copper per vehicle and though there is the prospect of more commercial opportunities for copper mining companies this may put a strain on resources.

Bill Johnstone

## Business Diary: East, West, trade's best • Bridgehead

ore to the Battersea yard fight forwards. Davies (no name) may note a visible sight - that of a being loaded for both and Iraq.

as this goes on, a month - the shooting started on Gulf, as according to joint - director - Philip Benson, because one side is as the other to keep on - sary spurs rolling in.

way in which this dis - is carried out - involves a remarkable tale international cooperation, as Turner is a private com - outside the state's National the Corporation. In order - produce - sending letters to - Iran and Iraq. Stephenson it is necessary to fly behind - from Curran, and to do a - with an East European - budge concern, and he - ill in talks with another.

British firm sends goods - Middle East via drivers - own and operate a - British - driver - Benson tells me, are - able to deliver to Iran - the they cannot get - back risk insurance in - London market.

risk drivers who used to - some loans over the border - Iran will not do so any - after their vehicles were - bed.

ter as East European com - which Stephenson would - me not to name. Its state - en will guarantee the - and their loads. It is - with special - which - as they do not need to - in - Iran where strict - rationing is in force - out five lorries a week - ng between Iran, and - more for Iraq.



Business not quite as usual, as usual, in Europe en route from London to Iraq with oil industry spares.

On the Iran run, Stephenson tells me, British, German and Austrian drivers take East European trucks and British loads from London to Vienna. There, East European drivers, take over for the final leg, through Turkey to Tehran.

On the Iraq run, there is less trouble, since Baghdad will insure where London will not. British drivers, like the one in my picture, do the whole 11 or 12-day run from London to Baghdad or Kirkuk.

The war has left Iran and Iraq unable to use some of their principal ports. This puts extra pressure on ports in Turkey, Syria and Jordan and opens up corresponding opportunities for overland traffic.

Mr Davies Turner has offices in

Among the guests at the bankers' dinner of Sir Peter Gaddens, the Lord Mayor of London, last night was Arizona banker John Driggs - and, thereby hangs a tale.

Driggs was at the dinner, and at the annual Quit Rent ceremony in Fleet Street - in the day, as the representative of the Governor of Arizona, Bruce Babbitt.

The link between Arizona and the City, many people will remember it only faintly, is that 10 years ago the predecessor of the present London Bridge was dismantled and sold in a £12.5m deal to McCulloch Oil Corporation for reconstruction on a McCulloch housing development at Lake Havasu in Arizona.

In fact, the City of London is, at one remove, the owner of a piece of the state in the form of the City of London (Arizona) Corporation. In essence, this company administers a piece of land at the foot of the bridge given to the City by the war. On the Corporation subsequently built a gift shop and an Old English Pub, the City of London Arms.

Foreigners cannot own property in Arizona, by courtesy of anti-trust laws dating back to the railway boom. Stanley Heather, the City's controller, tells me: "A deal was therefore struck whereby a properly incorporated Arizona company leased back the development to McCulloch."

Driggs was mayor of the state capital, Phoenix, at the time.

Delegates at an international consumer conference in Paris this week are keeping a close watch on their wallets.

At the last such gathering in the city, organized by the European Federation of Consumer Organizations (FEUC), a distinguished-looking English gentleman introduced himself as "Sir Hugh Fraser" member of the European Parliament. He did not stipulate whether he was the Hugh Fraser who heads Harrod's, or the Conservative MP, ex-husband of Lady Antonia, neither of whom is a European MP.

He talked knowledgeably about personalities in the consumer field, and at lunch was given a place of honour next to BEUC's Danish president, Mrs Benedicte Federspiel, to whom he talked about a meeting with French ministers as well as a slight accident he had had in his new Rolls.

After excusing himself to make a telephone call, he returned to say he was rather embarrassed that he must pay the other motorist compensation for the accident.

He borrowed 700 francs from a rather surprised Federspiel, and has not been seen since. Her principal memory of him is that he dropped rather a lot of names and that a note whose colour owed much to port, which, if nothing else, says something about what Danes expect of British members of the European Parliament.

Ross Davies

## M. P. KENT LIMITED

### Property and Housing Development

Year Ended 30th June:	1980	1979
Sales	£200	£200
Profit before Taxation	17,977	13,561
Taxation	3,046	1,852
Profit after Taxation	14,931	11,709
Cost of Dividends	403	283
Earnings per Share	14.0p	8.6p

- \* Profits advanced 64% to new record of £3,046,056.
- \* Final Dividend increased 40% to 1.4p per ordinary share after allowing for the Bonus Issue during the year.
- \* Shareholders' Funds increased by £2.6m to £11.7m.
- \* Indications are, with the benefit of funds and profits from property sales in the current year of £11.1m and a reasonable contribution from our housing developments, that a further advancement should be made in the current financial year.

M. P. KENT, Chairman

M. P. Kent Limited, Northcliffe House, Colston Avenue, Bristol. Tel. (0272) 214971











## Motoring

### Girls, cocktails, Mr Cooper and some cars

Scantily-clad girls drape themselves enticingly over car bonnets in the hope, usually fulfilled, that someone will take a picture of them, or at least a picture of the car, or a picture of the music while screeching the praises of this or that new model.

In other parts of the forest, celebrities lurk. Isla St Clair (fully clothed) smiles winningly in front of a Japanese car. Henry Cooper endorses something that packs a punch and the chairman of Coventry City, known to the world as Jimmy Hill, tells a mildly rude joke about a horse.

The Motor Show is here again, or rather its press day, that curious, private, not-to-be-in-curious, ritual, that precedes the main event and is detached from it. For by the time the public is allowed in, Miss St Clair, Mr Hill and Mr Cooper will have gone, leaving acres of shining vehicles.

For the journalist, press day is a sort of alcoholic obstacle course, negotiated in some cases with difficulty. Your reporter went armed with no fewer than

32 invitations to take food and drink, mostly just drink.

Curiously, enough, most journalists prefer a good story to a good drink and press day often seems like a conspiracy to prevent this. When the first whippers of a story do emerge, invitations are pushed aside as the bounds take to the trail.

It is easy for motoring writers to be blasé about shows for they have most likely driven and written up the new cars long before the public see them. Putting a bunch of Metros on a stand and getting girls to dance round them is irrelevant.

For the motor industry, the show is an excuse for celebration. Sales may be down and 1981 may look even worse than 1980 but just for a few days let us leave the real world and get out the champagne. If it is difficult, sometimes, to understand what a motor show has to do with selling cars, that is to miss its point.

Like it or not, the Motor Show is one of the best attended exhibitions in Britain. Two years ago, held for the first time at the National Exhibition Centre, Birmingham, instead of in London, the show attracted 910,000 people. At times the halls could hardly cope which is why, this time, there is 20 per cent more space.

Though many of the vehicles could have been inspected in a dealer's showroom, the bright lights, attractive stands and, above all, the sense of occasion had the public flooding in.

The days when British car manufacturers timed new model announcements to coincide with

the show have long gone, partly because it was difficult to set a launch date perhaps a couple of years ahead, but sure of keeping it. This autumn's major new releases—the Escort, Rolls-Royce and Metro—have all gone on sale before the opening of the show, though there are not yet many of them on the roads.

The show affords the first opportunity for the public to see many foreign cars that are new to Britain. This time the list of debutantes is unusually impressive, including the Fiat Panda, Lancia Trevi, Renault Fuego, Audi Quattro and Coupe, revised Mercedes-Benz S Class, Talbot Tagora, Honda Quintet and Mazda 323, as well as variants of existing models, such as the Peugeot 305 estate.

On press day, BL was giving away free Metros to motoring correspondents: a toy, small enough to slip into a pocket and unlikely to buy favours.

#### Road test: Porsche 928S

Luxury cars, in these increasingly energy-conscious times, may be difficult to justify on paper, but that will not stop people making and buying them. The new Rolls-Royce seem destined to achieve the same classic status as their predecessors. This week comes news that after initial doubts BL has given approval for the XJ40 Jaguar replacement.

At £25,251 the Porsche 928S costs half as much as a Rolls-Royce Silver Spirit but £6,000 more than its main British rival,



The Porsche 928S—for the driving connoisseur

the Jaguar XJ-S. It is a slightly faster version—where that needed—of the 928 "Car of the Year" which first appeared in Britain two years ago and it raises the same questions, notably the relevance of scorching performance in an age of almost universal speed limits.

The S model is powered by the same V8 cylinder, light alloy overhead camshaft engine as the "base" 928 but with a higher capacity (4664 cc) and a 25 per cent increase in bhp to 300. The results are even faster acceleration (0 to 60 mph in under 7 seconds on the manual version) and a top speed in excess of 150 mph.

The addition of a front air dam and rubber spoiler around the rear window has further lowered the drag coefficient of what, thanks to a smooth, bulbous shape, was already an impressively wind-cheating car. This, combined with a higher compression ratio, has produced a small improvement in fuel consumption (though unlike the

base 928, the S model requires four-star petrol). My figures were 16 to 21 mpg, not bad for the class of car.

The rationale of an expensive sporting model is, of course, performance and handling. In performance, the figures speak for themselves, and there is a tremendous surge of overtake power as well, particularly when engaging the kickdown on the automatic version. Even in town, there is much to be said for being able to pull smartly away from traffic, though with the Porsche being six feet wide and offering the driver poorish visibility, such sallies must be undertaken with care.

The 150-mph-plus top speed is about double the legal maximum in many countries, the best-known exception being West Germany where the Porsche is made. German car manufacturers are keen to see this state of affairs maintained and seem to design their vehicles accordingly. Once off the autobahn, it should be said,

German drivers do seem to obey the speed limit which on a road as good as the autobahn is 100 mph (160 km/h). The Porsche 928S is a car that is not only fast but also comfortable. It is a very nice car to drive. The steering wheel is light and the car is easy to handle. The suspension is good and the car is quiet. The interior is well appointed and the car is a pleasure to drive.

I very much like the Porsche 928S. It is a very nice car to drive. The steering wheel is light and the car is easy to handle. The suspension is good and the car is quiet. The interior is well appointed and the car is a pleasure to drive.

The 928S is well equipped with air conditioning, a radio, and a clock. It is a very nice car to drive. The steering wheel is light and the car is easy to handle. The suspension is good and the car is quiet. The interior is well appointed and the car is a pleasure to drive.

For a car costing £25,251, there are some nice extras. The Porsche 928S is a very nice car to drive. The steering wheel is light and the car is easy to handle. The suspension is good and the car is quiet. The interior is well appointed and the car is a pleasure to drive.

German drivers do seem to obey the speed limit which on a road as good as the autobahn is 100 mph (160 km/h). The Porsche 928S is a car that is not only fast but also comfortable. It is a very nice car to drive. The steering wheel is light and the car is easy to handle. The suspension is good and the car is quiet. The interior is well appointed and the car is a pleasure to drive.

I very much like the Porsche 928S. It is a very nice car to drive. The steering wheel is light and the car is easy to handle. The suspension is good and the car is quiet. The interior is well appointed and the car is a pleasure to drive.

The 928S is well equipped with air conditioning, a radio, and a clock. It is a very nice car to drive. The steering wheel is light and the car is easy to handle. The suspension is good and the car is quiet. The interior is well appointed and the car is a pleasure to drive.

For a car costing £25,251, there are some nice extras. The Porsche 928S is a very nice car to drive. The steering wheel is light and the car is easy to handle. The suspension is good and the car is quiet. The interior is well appointed and the car is a pleasure to drive.

# CAR BUYER'S GUIDE

**S. E. THOMAS AND CO.**  
(CHISWICK) LTD.  
1980 W CX 2500, Diesel Pallas, Very low mileage, £2,550.  
1980 W CX FAMILIAR, Tint, Very low mileage, £2,550.  
1980 W GSA CLUB ESTATE, C-Matic, 20,000 miles, £4,450.  
1979 C ATHENA, 14,000 miles, £4,950.  
1979 V8 CLUB, 6,000 miles, £2,550.  
1980 (June) VISA, Super limited edition in black with sunroof and stereo, 4,000 miles, £3,525.  
**EXPORT & LEASING SPECIALISTS**  
252/254 Goldhawk Road, W12, Tel: 01-748 8081.

**Mercedes-Benz**  
in Park Lane  
**London's Largest dealer**  
has on display a comprehensive selection of New Cars and Used Cars with 12 months Mercedes-Benz approved warranty. For example:  
1980 C 190 (V), 1777 cc, 115 bhp, 14,000 miles, £4,950.  
1980 C 190 (V), 1777 cc, 115 bhp, 14,000 miles, £4,950.  
1980 C 190 (V), 1777 cc, 115 bhp, 14,000 miles, £4,950.  
1980 C 190 (V), 1777 cc, 115 bhp, 14,000 miles, £4,950.  
1980 C 190 (V), 1777 cc, 115 bhp, 14,000 miles, £4,950.

**'V' Registered MERCEDES 450 SL**  
Exterior: finished in 2-tone light metallic green with black, white check cloth upholstery, radio/cassette player.  
WITH UNDER 200 MILES ON THE CLOCK  
**£17,950**  
PLEASE TELEPHONE 01-458 7111  
H. R. OWEN LTD.  
2 LITTLETON ROAD, HAMPSTEAD, N.2

**MILCARS OF MILL HILL**  
A selection of guaranteed used BMWs:  
1980 635i Auto, Aspet, 18,000 miles, £16,995.  
1980 720i Auto, Full spec, 15,285 miles, £15,285.  
1980 (V) 528i Auto, 14,000 miles, £22,725.  
1980 323i, Henna red, 14,000 miles, £22,500.  
1979 (V) 528i, 14,000 miles, £22,500.  
1978 (V) 730i, 14,000 miles, £22,500.  
1978 (V) 730i, 14,000 miles, £22,500.  
1978 (V) 730i, 14,000 miles, £22,500.  
1978 (V) 730i, 14,000 miles, £22,500.  
1978 (V) 730i, 14,000 miles, £22,500.

**CANCELLED ORDER**  
One only, brand new, 1980 BMW 528i, 14,000 miles, £22,500.  
1980 BMW 528i, 14,000 miles, £22,500.  
1980 BMW 528i, 14,000 miles, £22,500.  
1980 BMW 528i, 14,000 miles, £22,500.  
1980 BMW 528i, 14,000 miles, £22,500.

**NO WAITING**  
We have available for immediate delivery a full range of British cars backed with superb cover and with confidence from Be Square Garages which has given more than 50 years service with British cars.  
**USED CARS AVAILABLE:**  
1980 1800 Jaguar A8 Automatic with sunroof, 14,000 miles, £22,500.  
1980 Rover 3500, Automatic, 14,000 miles, £22,500.  
1980 1800 Rover 3500, 14,000 miles, £22,500.  
1980 1800 Rover 3500, 14,000 miles, £22,500.  
1980 1800 Rover 3500, 14,000 miles, £22,500.

**BERKELEY SQUARE GARAGE**  
7 Berkeley Square, London W1X 6DJ 01-499 4111

**IMMEDIATE DELIVERY**  
1981 U.S. CARS  
33% OFF  
CALL US TO BUY/DRIVE AMERICA  
10 Pall Mall, London SW1  
Tel: 01-538 3143

**Audi**  
LEASING-SALES  
FAST DELIVERY  
MOST MODELS  
TRY US LAST  
FOR BEST QUOTE  
**546 4551**  
JOHN ASHLEY MOTORS LTD

**WESTMINSTER MOTORS LIMITED**  
OFFER  
Mazda RX7 1700 sports coupe, finished in black. This car has been extensively serviced and includes a new front spoiler and rear spoiler with side mouldings. The new car is priced at £2,500. Special offer at £2,295.  
Triumph Spit convertible coupe, 1979, 1777 cc, 115 bhp, 14,000 miles, £4,950.  
1980 C 190 (V), 1777 cc, 115 bhp, 14,000 miles, £4,950.  
1980 C 190 (V), 1777 cc, 115 bhp, 14,000 miles, £4,950.  
1980 C 190 (V), 1777 cc, 115 bhp, 14,000 miles, £4,950.

**Norman Ltd**  
(Mayfair) Ltd  
01-629 5831  
ALFA ROMEO GIULIETTA 1.6 1980  
black, 6,000 miles, an private owner, warranty, excellent condition, 45,900, Tel: 01-789 5853.

**TIMIAN REGISTRATIONS**  
SAC 528 528S 100 730 1200 1600 1900 2300 2600 2800 3000 3200 3400 3600 3800 4000 4200 4400 4600 4800 5000 5200 5400 5600 5800 6000 6200 6400 6600 6800 7000 7200 7400 7600 7800 8000 8200 8400 8600 8800 9000 9200 9400 9600 9800 10000 10200 10400 10600 10800 11000 11200 11400 11600 11800 12000 12200 12400 12600 12800 13000 13200 13400 13600 13800 14000 14200 14400 14600 14800 15000 15200 15400 15600 15800 16000 16200 16400 16600 16800 17000 17200 17400 17600 17800 18000 18200 18400 18600 18800 19000 19200 19400 19600 19800 20000 20200 20400 20600 20800 21000 21200 21400 21600 21800 22000 22200 22400 22600 22800 23000 23200 23400 23600 23800 24000 24200 24400 24600 24800 25000 25200 25400 25600 25800 26000 26200 26400 26600 26800 27000 27200 27400 27600 27800 28000 28200 28400 28600 28800 29000 29200 29400 29600 29800 30000 30200 30400 30600 30800 31000 31200 31400 31600 31800 32000 32200 32400 32600 32800 33000 33200 33400 33600 33800 34000 34200 34400 34600 34800 35000 35200 35400 35600 35800 36000 36200 36400 36600 36800 37000 37200 37400 37600 37800 38000 38200 38400 38600 38800 39000 39200 39400 39600 39800 40000 40200 40400 40600 40800 41000 41200 41400 41600 41800 42000 42200 42400 42600 42800 43000 43200 43400 43600 43800 44000 44200 44400 44600 44800 45000 45200 45400 45600 45800 46000 46200 46400 46600 46800 47000 47200 47400 47600 47800 48000 48200 48400 48600 48800 49000 49200 49400 49600 49800 50000 50200 50400 50600 50800 51000 51200 51400 51600 51800 52000 52200 52400 52600 52800 53000 53200 53400 53600 53800 54000 54200 54400 54600 54800 55000 55200 55400 55600 55800 56000 56200 56400 56600 56800 57000 57200 57400 57600 57800 58000 58200 58400 58600 58800 59000 59200 59400 59600 59800 60000 60200 60400 60600 60800 61000 61200 61400 61600 61800 62000 62200 62400 62600 62800 63000 63200 63400 63600 63800 64000 64200 64400 64600 64800 65000 65200 65400 65600 65800 66000 66200 66400 66600 66800 67000 67200 67400 67600 67800 68000 68200 68400 68600 68800 69000 69200 69400 69600 69800 70000 70200 70400 70600 70800 71000 71200 71400 71600 71800 72000 72200 72400 72600 72800 73000 73200 73400 73600 73800 74000 74200 74400 74600 74800 75000 75200 75400 75600 75800 76000 76200 76400 76600 76800 77000 77200 77400 77600 77800 78000 78200 78400 78600 78800 79000 79200 79400 79600 79800 80000 80200 80400 80600 80800 81000 81200 81400 81600 81800 82000 82200 82400 82600 82800 83000 83200 83400 83600 83800 84000 84200 84400 84600 84800 85000 85200 85400 85600 85800 86000 86200 86400 86600 86800 87000 87200 87400 87600 87800 88000 88200 88400 88600 88800 89000 89200 89400 89600 89800 90000 90200 90400 90600 90800 91000 91200 91400 91600 91800 92000 92200 92400 92600 92800 93000 93200 93400 93600 93800 94000 94200 94400 94600 94800 95000 95200 95400 95600 95800 96000 96200 96400 96600 96800 97000 97200 97400 97600 97800 98000 98200 98400 98600 98800 99000 99200 99400 99600 99800 100000 100200 100400 100600 100800 101000 101200 101400 101600 101800 102000 102200 102400 102600 102800 103000 103200 103400 103600 103800 104000 104200 104400 104600 104800 105000 105200 105400 105600 105800 106000 106200 106400 106600 106800 107000 107200 107400 107600 107800 108000 108200 108400 108600 108800 109000 109200 109400 109600 109800 110000 110200 110400 110600 110800 111000 111200 111400 111600 111800 112000 112200 112400 112600 112800 113000 113200 113400 113600 113800 114000 114200 114400 114600 114800 115000 115200 115400 115600 115800 116000 116200 116400 116600 116800 117000 117200 117400 117600 117800 118000 118200 118400 118600 118800 119000 119200 119400 119600 119800 120000 120200 120400 120600 120800 121000 121200 121400 121600 121800 122000 122200 122400 122600 122800 123000 123200 123400 123600 123800 124000 124200 124400 124600 124800 125000 125200 125400 125600 125800 126000 126200 126400 126600 126800 127000 127200 127400 127600 127800 128000 128200 128400 128600 128800 129000 129200 129400 129600 129800 130000 130200 130400 130600 130800 131000 131200 131400 131600 131800 132000 132200 132400 132600 132800 133000 133200 133400 133600 133800 134000 134200 134400 134600 134800 135000 135200 135400 135600 135800 136000 136200 136400 136600 136800 137000 137200 137400 137600 137800 138000 138200 138400 138600 138800 139000 139200 139400 139600 139800 140000 140200 140400 140600 140800 141000 141200 141400 141600 141800 142000 142200 142400 142600 142800 143000 143200 143400 143600 143800 144000 144200 144400 144600 144800 145000 145200 145400 145600 145800 146000 146200 146400 146600 146800 147000 147200 147400 147600 147800 148000 148200 148400 148600 148800 149000 149200 149400 149600 149800 150000 150200 150400 150600 150800 151000 151200 151400 151600 151800 152000 152200 152400 152600 152800 153000 153200 153400 153600 153800 154000 154200 154400 154600 154800 155000 155200 155400 155600 155800 156000 156200 156400 156600 156800 157000 157200 157400 157600 157800 158000 158200 158400 158600 158800 159000 159200 159400 159600 159800 160000 160200 160400 160600 160800 161000 161200 161400 161600 161800 162000 162200 162400 162600 162800 163000 163200 163400 163600 163800 164000 164200 164400 164600 164800 165000 165200 165400 165600 165800 166000 166200 166400 166600 166800 167000 167200 167400 167600 167800 168000 168200 168400 168600 168800 169000 169200 169400 169600 169800 170000 170200 170400 170600 170800 171000 171200 171400 171600 171800 172000 172200 172400 172600 172800 173000 173200 173400 173600 173800 174000 174200 174400 174600 174800 175000 175200 175400 175600 175800 176000 176200 176400 176600 176800 177000 177200 177400 177600 177800 178000 178200 178400 178600 178800 179000 179200 179400 179600 179800 180000 180200 180400 180600 180800 181000 181200 181400 181600 181800 182000 182200 182400 182600 182800 183000 183200 183400 183600 183800 184000 184200 184400 184600 184800 185000 185200 185400 185600 185800 186000 186200 186400 186600 186800 187000 187200 187400 187600 187800 188000 188200 188400 188600 188800 189000 189200 189400 189600 189800 190000 190200 190400 190600 190800 191000 191200 191400 191600 191800 192000 192200 192400 192600 192800 193000 193200 193400 193600 193800 194000 194200 194400 194600 194800 195000 195200 195400 195600 195800 196000 196200 196400 196600 196800 197000 197200 197400 197600 197800 198000 198200 198400 198600 198800 199000 199200 199400 199600 199800 200000 200200 200400 200600 200800 201000 201200 201400 201600 201800 202000 202200 202400 202600 202800 203000 203200 203400 203600 203800 204000 204200 204400 204600 204800 205000 205200 205400 205600 205800 206000 206200 206400 206600 206800 207000 207200 207400 207600 207800 208000 208200 208400 208600 208800 209000 209200 209400 209600 209800 210000 210



## PERSONAL CHOICE

## Broadcasting Guide

Edited by Peter Davalle

## TELEVISION

## BBC 1

9.05 For Schools, Colleges: France (Potters): 9.25 *Swan*: The front crawl; 9.52 *Look and Read*: Sky-hunter; 10.15 Maths for the seaside; 10.35 What employers look for; 11.05 *Eyewitness*: For Welsh viewers.

11.25 *You and Me*: Roy Hudd tells a story, cracks a joke (tr). 11.40 For Schools, Colleges: The body machine; 12.05 Focus on adolescence: Will they, won't they? 12.25 *Close-up*.

12.45 News and weather; 1.00 *Pebble Mill* at One: Joe Loss, 30 years a music man, is in the studio and today's edition comes his career; 1.45 *Over the Moon*: Sam Dale presents *Slowtime*, which is a humming bird's wings flutter last.

2.02 For Schools, Colleges: Scene: Boats: Alcohol and society; 2.35 A good job with prospectus: Conflict in industry; 2.55 *Close-up* at 3.00.

3.25 *Dennis* Mynded by 01-New (ten years ago and more); 3.45 *For Schools*: 13-part School: John Yeoman's story *Stress and Strain*.

4.10 *Wagtail*: cartoon. Touch and Go (tr); 4.25 *Jackson*: Eleanor Arn completes her readers from The Great King Solo.

## BBC 2

6.40 Open University: The Island: language and drama; 7.05 The New Forest. *Close-up* at 7.30.

11.00 *Play School*: The same as BBC 1; 3.35 *Close-up* at 3.30.

5.40 *Open University*: Geochemical surveying; 6.05 *Genes and development*; 6.30 *Introduction to electronics*.

6.55 *Speak for Yourself*: First in a series of 20 programmes aimed at people living in Britain, in which English is not their first language. The teaching is done through a series of plays by local people.

7.20 *News*: with subtitles for the hard of hearing.

## THAMES

9.30 For Schools: The RSC at 9.30; 9.55 *Rush-hour* travel; 10.15 *French* cafes and restaurants; 10.35 A cook looks back; 11.00 *Dinner at work*; 11.15 *Travelling* and *London* at 11.30; 11.45 *All about rubbish*; 12.00 *A Roundup of Songs*: Maria Morgan and Keith Reid sing; 12.10 *Once Upon a Time*: Peter Davidson tells the story of The Ugly Duckling; 12.30 *The English Garden*: Repeat showing of this seven-part series on the history of one of this country's most consistently beautiful features. Today: gardens until 1950. With Sir John Gielgud.

1.00 *News*; 1.20 *Thames News*; 1.30 *For Madras with Love*: Malcolm (an Hendry) likes the widow but not his wife; 2.00 *After Noon Plus*: With Maris Nicholson, who interviews that rather shocking writer Eric Jong; 2.25 *Racing*: From Newcastle.

## LONDON WEEKEND

7.00 *Brave Fanny's Play Your Cards Right*: General knowledge questions and the luck of the draw; 7.15 *Brave Fanny's Play Your Cards Right*: General knowledge questions and the luck of the draw; 7.30 *Vegas*: During a convention of private eyes, three murders are committed and Dan Tanna (Robert Urich) investigates them.

## ITV

4.40 *Henry, It's the King*: cartoon. *Surry* (tr); 4.50 *Cracker*: The magazine for children, with *Henry* as "guest"; 5.15 *The Amazing Adventures of Morph*: The day comes has a Sunday; 5.40 *News* with Kenneth Kendall; 5.55 *Nationwide*: Includes *Gardeners' Guide* (with Alan Tait) and *Desmond Lynam's sports round-up*; 7.00 *It Ain't Half Hot, Mum*: Story of a new series of comedy about a Royal Artillery concert party. The sergeant-major (Wind. Roy Davies) has a plan to get the concert party disbanded; 7.30 *The Dawson Watch*: New series starting the rubberball game at cricket; 8.00 *News*; 8.15 *Close-up* at 8.15; 8.45 *News* with Richard Baker; 9.25 *To Serve Them All My Days*: For Welsh viewers; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News* with Richard Baker; 6.55 *Close-up* at 6.55; 7.25 *News* with Richard Baker; 7.55 *Close-up* at 7.55; 8.25 *News* with Richard Baker; 8.55 *Close-up* at 8.55; 9.25 *News* with Richard Baker; 9.55 *Close-up* at 9.55; 10.25 *News* with Richard Baker; 10.55 *Close-up* at 10.55; 11.25 *News* with Richard Baker; 11.55 *Close-up* at 11.55; 12.25 *News* with Richard Baker; 12.55 *Close-up* at 12.55; 1.25 *News* with Richard Baker; 1.55 *Close-up* at 1.55; 2.25 *News* with Richard Baker; 2.55 *Close-up* at 2.55; 3.25 *News* with Richard Baker; 3.55 *Close-up* at 3.55; 4.25 *News* with Richard Baker; 4.55 *Close-up* at 4.55; 5.25 *News* with Richard Baker; 5.55 *Close-up* at 5.55; 6.25 *News</*



